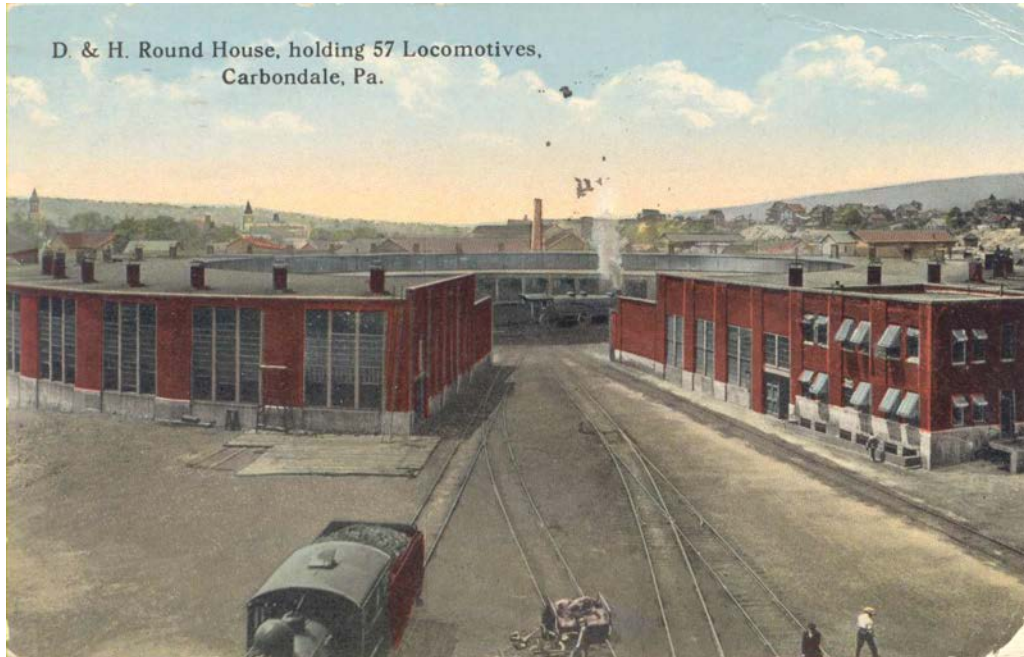


Delaware and Hudson Canal Company Carbondale Stations, Freight Houses, and the Carbondale Yard



D & H Round House, holding 57 Locomotives, Carbondale, Pa. Post card in the collection of the Carbondale D. & H. Transportation Museum

By

S. Robert Powell, Ph.D.

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A History of the
Delaware and Hudson Canal Company
in 24 Volumes

S. Robert Powell, Ph.D., 1974
Indiana University, Bloomington, IN

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II	Gravity Railroad: 1845 Configuration
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Telling the Story

The semi-monthly D&H publication, *The Delaware and Hudson Company Bulletin*, was published by the Office of Publication, Delaware and Hudson Building, Albany, N. Y., from 1920 to 1938 (and possibly later). During that time period, the current issue of *The Bulletin* was handed to each D&H employee with his semi-monthly pay check. *The Bulletin*, a first-class publication by anyone's reckoning, was published "for the information of the men who operate the railroad, in the belief that material understanding of the problems all have to meet will help us solve them for our mutual welfare."

A regular feature of most issues of *The Bulletin* is a substantial biographical portrait of a long-time D&H employee that was written at the time of that employee's retirement. Most of these retirees, after 30, 40, or 50 years of service, began working for the D&H in the mid- to late-nineteenth century. Not surprisingly, those portraits contain a great many facts and details about the D&H that are recorded nowhere else.

From the biographical portrait of Newton McKeeby in the December 1, 1923 issue ("Foe of Federal Control," pp. 1, 7-8), for example, we learn that McKeeby was a member of the surveying party that staked out the right-of-way for the Albany and Susquehanna in 1868, working under the direction of C. W. Wentz, Chief Engineer of The Albany and Susquehanna Railroad Company.

In McKeeby's biographical portrait we read: "Starting at the point in Binghamton where the road was to terminate, he remained with the surveyors until they had completed the survey as far as the high bank in the vicinity of Port Dickinson. He carried the chain, drove stakes, and, at times, helped to grade the right-of-way. He recalls that the first passenger house at Binghamton stood about on the site of the present freight house in North Chenango street, and was a small wooden building. A few rods east there was a much larger building of similar construction in which four or five locomotives might be stored. And, in the vicinity of Liberty street, there was a spacious platform from which the little engines were supplied with fuel, a task at which he spent many hours."

In addition, we learn that McKeeby entered the service of the D&H on May 1, 1871, and that he was pensioned on June 1, 1919. We also learn that he was the youngest of eight sons and two daughters who were born to Dennis McKeeby a farmer whose 25-acre farm was near Binghamton. "Today [1923]," we read, "the land which comprised that tract lies within the corporation limits of that fast-growing municipality in the vicinity of Bevier street and partly between the tracks of the Delaware, Lackawanna and Western Railroad and those of The Delaware and Hudson Company, the latter having purchased the Western portion of the farm."

McKeeby describes his early years on the railroad as follows: "His first trip as a brakeman . . . was made to Oneonta with John Bouck, a conductor of that day. Their train consisted of about

forty 'dumps,' as some of the little cars then in use were known. Even though those cars were of small capacity compared to the equipment now in use, the little woodburners were unable to draw such a train 'up the hill' out of Binghamton, and it became necessary, therefore, to divide the train and make two trips to the Tunnel. From there to Oneonta no difficulty of that kind was to be experienced. About eight hours were required for the entire trip in one direction. Another train on which he worked carried a combination passenger and baggage coach known to railroad men of that time as a 'mule car,' and handled many passengers, although the time made was very slow, the crew being obliged to do all the necessary switching at points en route. At Sidney, where an interchange of cars with the Midland (now the Ontario and Western) was effected, such work required from one to two hours as a rule."

Wonderful details/facts, and a lot more, recorded in McKeeby's biographical portrait and nowhere else. And there are hundreds of such biographical portraits in the complete press run of *The Delaware and Hudson Company Bulletin*. In addition, those bulletins contain technical, historical, sociological, and financial articles about the D&H; also frank editorials and D&H position papers and reports.

In the same issue in which McKeeby's portrait appears, there is, for example, a four-page article titled "Record Engine Repair Job," which is a detailed account, with twelve photographs, of the Federal Class 4 repairs being made by the Colonie motive power department employees to Engine 853 in 11 hours and 55 minutes on November 20, 1923; also part two of an article by H. T. Newcomb, General Solicitor, titled "The Railways—An Oppressed Industry."

As research documents, the D&H *Bulletins* are hard to beat. They were written by present or former D&H employees, to be read by present or former D&H employees, which means that there was an excellent fact-checking system built into the publications. An error in one issue would surely have been spotted by at least one of several thousand D&H employees/readers and corrected in the following issue.

All of the volumes on the history of the Delaware and Hudson Canal Company in this 24-volume series have been enriched immeasurably by data learned from these D&H *Bulletins*, and we are pleased to express here our thanks to those who wrote and produced those extraordinary documents.

S. Robert Powell
February 13, 2016

Overview

The industrial revolution in America was born on October 9, 1829, in Carbondale, PA, when the first cut of Delaware & Hudson Gravity Railroad coal cars, loaded with mass produced anthracite coal, headed up Plane No. 1 out of Carbondale for Honesdale and to market in New York City.

Those cars, filled with anthracite coal from mines in Carbondale, traveled over 16 miles of railroad tracks, made up of eight inclined planes and three levels, to Honesdale, where the coal was transferred into canal boats and hauled 108 miles, through the D&H Canal, to the Hudson River.

Most of the coal that was sent through the D&H system in the course of the nineteenth century was shipped south on the Hudson River to the New York metropolitan market and to many ports on the Atlantic seaboard, north and south of New York. A large quantity of anthracite coal was also shipped up the Hudson River to Albany, and shipped through the Erie Canal to the American Midwest.

The mining, manufacturing, and transportation system that became operational on that day between the anthracite mines of the Lackawanna Valley and the retail markets for that coal on the eastern seaboard and in the American Midwest was the product of enlightened entrepreneurial, technological, and managerial thought on the part of the officers, managers, directors, and employees of the Delaware and Hudson Canal Company. That system, the first private sector million-dollar enterprise in American history, was, at the same time, the pioneer expression on this continent of mass production, a mode of production that would thereafter characterize industry in America and around the world.

Mass production, the revolutionary engine that made it possible for the D&H to launch its mining, manufacturing, and transportation system in Carbondale on October 9, 1829, and to perpetuate that system well into the 20th century, came into existence when it did and lasted for as long as it did because a body of employees and managers, within the context of a community, of which both groups were a part, chose to work together for their mutual benefit and enrichment, to mass produce and market a commodity, and in so doing to implement the clearly articulated production and marketing objectives of “the company,” the Delaware and Hudson Canal Company.

In this 24-volume work on the D&H,* we will (1) document the history of that mining, manufacturing, and transportation system, with a special focus on the rail lines of the Delaware and Hudson Canal Company in northeastern Pennsylvania, from the opening of the D&H Gravity Railroad in 1829 to the anthracite coal strike of 1902; and (2) demonstrate that the history of that mining, manufacturing, and transportation system, the D. & H. C. Co., from 1829 to 1902, is, at the same time, not only an illustration of eight decades of fine tuning by the D&H of their mass production procedures and techniques but also a full-bodied expression and record, both from the point of view of the D&H and from the point of view of its employees, of the birth, development, and first maturity of the industrial revolution in America.

This is a success story, directed by America's pioneer urban capitalists, and implemented by them and the tens of thousands of men, women, and children who emigrated from Europe to the coal fields of northeastern Pennsylvania in the nineteenth century to work for and with the D&H and to start their lives over again. This is a success story that is important not only within in the context of local, state, and regional history but also within the context of American history. It is a compelling story.

*The present volume focuses on *Carbondale Stations, Freight Houses, and the Carbondale Yard*. Each of these 24 volumes will focus on one aspect of the history of the Delaware and Hudson railroad, from the opening of the Gravity Railroad in 1829 to the anthracite coal strike of 1902. Each volume will be an autonomous entity and published separately.

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Carbondale Stations, Freight Houses, and the Carbondale Yard

1401

Introduction

With the 1868 configuration of the D&H Gravity Railroad fully operational, Carbondale was a very busy industrial and commercial city. With the opening of the Jefferson Branch of the Erie Railroad from Carbondale to Lanesboro Junction in October 1870, and the opening of the D&H Valley Road from Carbondale to Scranton on July 4, 1871, the City of Carbondale quickly became one of the primary rail centers in the Lackawanna and Wyoming valleys.

To support the rail activity emanating from and arriving at Carbondale from the North, from the South, and from the East, at that time, support facilities and structures were necessary and were, accordingly, erected/established in the City of Carbondale.

Those facilities and structures are the subject of the present volume. We will start with a look at the structures necessary to support passenger service on the D&H.

1402

Gravity Passenger Station (Main Street Station), 1859-1871

In the autumn of 1859, the first passenger car to be run over the Gravity Railroad, either on the Gravity line to Honesdale or the Gravity line to Olyphant, made a trip from Carbondale to the foot of Plane C in Archbald. On this experimental trip, Hugh Powderly served as engineer, fireman, conductor, and brakeman. From a clipping from the late nineteenth century in the archives of the Carbondale Historical Society, we learn some very interesting details about this car and this trip to the foot of Plane 21:

"In this year [1859] the first passenger car was run over the Gravity. It was like the cars with the side seats now used sometimes at excursions. A car, loaded two-thirds full with culm and saturated with water to keep it from flying into the passengers' faces, was run in front to give impetus on the levels. On this trial trip were C. P. Wurts and family, Lewis Pughe and family, E. P. Garland and family, Israel Decker and family, and Davis Alton who was then general coal inspector for the D. & H. Hugh Powderly was in charge of the culm car and was thus engineer, firemen, conductor, and brakeman. The trip . . . to the foot of plane C now known as plane 21, at

Archbald, was made in 23 minutes. This time proving satisfactory, passenger cars were ordered to be built. The only persons now living in this city [Carbondale] who were on that trip are Mrs. Frank Taylor, then Mrs. Isaac Decker, and Mr. Powderly.”

In November 1859, another experimental passenger run was made on the Gravity Railroad, this time "to the new village of Olyphant." About this run, we learn more from an article titled "Railroad Communication," that was published in the November 12, 1859 issue of the *Carbondale Advance*:

“Railroad Communication. / We understand a party of our people were favored with a ride upon the extension of the Company’s Railroad to the new village of Olyphant. A more general party took a similar excursion on Wednesday [9th], and on Thursday [10th] another, including all that had notice, leisure and inclination for the trip. A comfortable passenger car has been provided, well seated, and the trip we learn is made very safely and pleasantly in less than hour. Regular trips are not proposed to be made at present, but will probably [be made] within a few months [when] the further extension of the road to Providence is completed. This will bring us by Railroad within 2 ½ miles of the Scranton Depot. It will be a great point gained, but not quite all that is desirable. / There seems to be no chance for but one opinion in regard to the Railroad as it now is, in its whole extent from Honesdale to Olyphant. It is a very superior road—wisely planned and substantially constructed. Its arrangements, and appointments for business are every way excellent, and its capacity is undoubtedly equal to 6,000 or 8,000 tons per day. / With such a road, and the large quantities of coal secured, of a quality equal to the best Anthracite in Pennsylvania, the basis seems to be laid for a large and prosperous business for at least a century.” (*Carbondale Advance*, November 12, 1859, p. 2)

Regular passenger service to the foot of Plane No. 23 was established in mid-November 1859. That we know from the fact that there is an article in the November 19, 1859 edition of the *Carbondale Advance* in which it is stated (1) that regular passenger trips were made during the week preceding the 19th and (2) that those runs were popular with the traveling public:

“The Car.—The Passenger Car to Olyphant has made regular trips throughout the week, running generally with full loads each way. It seems to be a popular institution, and bids fare to be a permanent one. The extension of the Road to Providence, and the large population setting along the line from Carbondale down, will make some cheap mode of transit to and from this place indispensable.” (*Carbondale Advance*, November 19, 1859, p. 2)

These first passenger cars used by the D&H figure prominently in a recollection of the beginnings of passenger service on the D&H that was published in a Carbondale newspaper in 1891. Here is that recollection:

“Friday, January 9, 1891. Thirty years ago this month the first passenger trains were run out of this city and there are quite a number yet living who can enjoy the retrospect afforded by a look back over the advancement in means of travel from the crude beginning to the present time when nearly half a hundred passenger trains arrive and depart from this city daily. The first car used was one that would now be considered decidedly barn-like; it was not as comfortable as some of the modern freight cars. There were two windows in either side, each containing six small panes of glass, and two smaller windows in either end each side of the doors. The sides were of matched boards something after the siding of a frame house and four braces ran on the outside from the middle of the roof to the floor of the car. The brake was like unto the present gravity coal cars, and when they were applied by the brakeman the slowing up of the train would be accompanied by a squeaking that would outdo a dozen of the liveliest pigs ever fattened. It would set the passengers’ teeth on edge, but they had to stand it. Shortly after the inauguration of the passenger system Supt. Wurts invented an air whistle which he attached to the car and the tooting of this wonderful device announced the coming of the train. / Inside, the car was as crude as was the exterior. The two seats—long benches—ran lengthwise and walking was a luxury compared to fifteen miles ride on the hard slats, but the experience was new to the people and in lieu of anything better they considered it glorious. For a short time horses were used to haul the cars part of the way, then a locomotive was purchased. The baggage car that accompanied the passenger “coach” was also very rude in its construction.” (Gritman scrapbook)

The passenger cars to Providence, which were very quickly upgraded by the D&H from the perspective of passenger comfort and warmth, were very popular with the public:

"The Passenger Cars. 'Our Passenger Cars,' or the Passenger Cars now run on the Del. & Hud. Canal Co.'s Railroad to Providence, within two and one-half miles of Scranton, have become an established and highly popular institution. They far exceed the most sanguine anticipations. The trip to Providence is a pleasure. The cars are elegant and comfortable, well cushioned and well warmed, and they run by gravity on fair locomotive time. The mails reach us in about one and a half hours from Scranton, and passengers arrive in good spirits, full of praises for the cars. / Depots are about being built here, and every disposition is manifested to provide fully for the convenience of freight and travel." (*Carbondale Advance*, February 18, 1860, p. 2)

How did these D&H passenger cars get from Carbondale to Providence?

They departed from—and returned to—a passenger depot that was located in the Gravity Shops area at the foot of Plane No. 1 in Carbondale. In an article about a wagon accident in Carbondale that was published in the February 11, 1860 issue of the *Carbondale Advance*, this depot is described as “the new passenger depot”.

Here is that article from the February 11, 1860 issue of the *Carbondale Advance*:

“A Queer Passenger. / A pair of spirited horses attached to a wagon were tied at Stuart’s Foundry on Seventh Street. Some cows had gathered around, and one in attempting to escape from being hooked by another jumped between the horses and the wagon, failing to do which she came down across the pole, frightening the horses, who broke away, running furiously by the site of the new passenger depot [emphasis added], and up Water Street to the house of Mr. Voyle where they ‘dumped’ the cow—and continuing on they crossed Dundaff Bridge and after going through many of our streets at about 2:40 speed, brought up in some loads of hay near the Company’s Scales. Little damage was done to the horses or wagon—but considerable to the poor cow.” (*Carbondale Advance*, February 11, 1860, p. 2)

From the autumn of 1859 (when these passenger cars were first put in service) these pioneer Gravity passenger cars were pulled up the Blakely Plane, the foot of which was located in the Gravity shops area. There were two engines that powered this plane: one half way up the mountain at Washington Street, and the other at the top of the mountain at Lincoln Avenue. At the head of the Blakely Plane, these passenger cars were moved onto the Blakely Level for the trip to the foot of Plane 21 in Archbald. From there, they were then moved through the Gravity system down to the foot of Plane 23. Returning to Carbondale, they were brought to the top of the mountain at Archbald (Planes 26 and 27) and then sent down Level 27 to downtown Carbondale.

By February 1860, Gravity tracks were laid from the foot of Plane 23 to Providence. In 1863 the D&H rail line was extended south from Providence to Green Ridge and to Vine Street in downtown Scranton. (Gravity- and standard-gauge tracks, all the way, from Providence to Vine Street). Shortly after the Valley Road opened on July 4, 1871, the D&H tracks were then extended from Vine Street to the DL&W station on Lackawanna Avenue (where D&H passengers were received in Scranton up to 1894, when the D&H Lackawanna Avenue station in Scranton was opened).

D&H Passengers from Carbondale to the foot of Plane 23 or to Providence or to Green Ridge or to Vine street, for the period 1859-1868, all departed from—and returned to—the Gravity passenger station at the foot of the Blakely Plane. When the 1868 configuration became operational, the Blakely Plane would no longer have been needed to send empty coal cars or passenger coaches down the line, to Archbald, to Olyphant, and the Blakely Plane was probably removed at that time. Passenger cars going south, from 1868 to 1871 (when the Valley Road opened), could have departed from the Gravity passenger station and been sent up the loaded track on Planes No. 1 and 2 and then switched to Level No. 20 for the trip south. After the

opening of the Valley Road (July 4, 1871) and the opening of the Carbondale Union station, all passengers to/from Scranton (Providence, Green Ridge, Vine Street, or the DL&W station) would have traveled on the Valley Road, all passenger cars on which departed from/arrived at the Carbondale Union Station on Dundaff Street (see below).

1403

Union Station, Dundaff Street

The Union Station on Dundaff Street in Carbondale opened in May 1871 and closed in 1899. The Valley Road from Carbondale to Scranton opened on July 4, 1871, and the opening of the Union Station was surely timed to coordinate with that important opening.

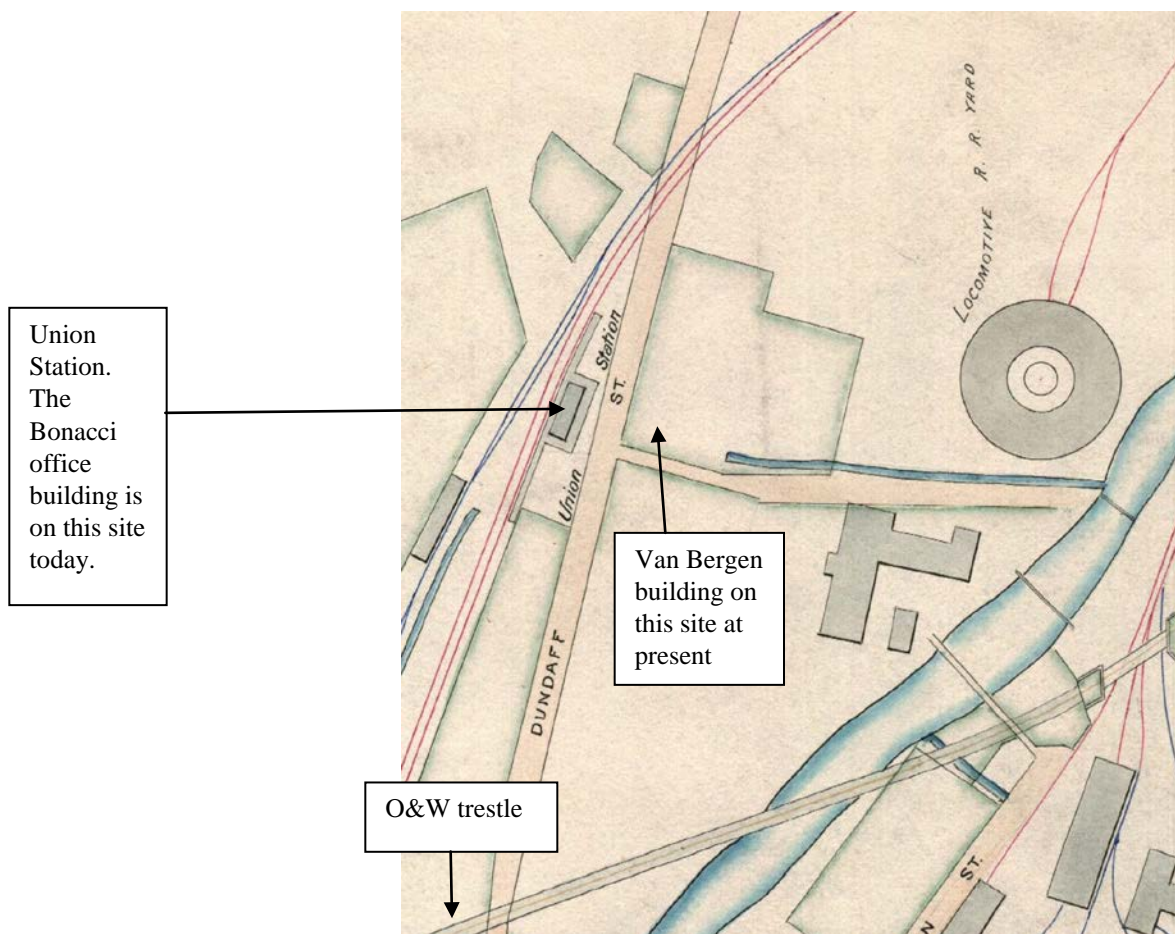
In the May 20, 1871 issue of the *Carbondale Advance*, we read the following about the new railroad depot in Carbondale:

“The new Railroad Depot. / R. Manville, Esq., Railroad superintendent has had an eye to the convenience and comfort of the traveling public, and to the credit of our town, in the new Depot erected upon the Del. & Hud. Railroad, near its junction with the Jefferson. It is well planned, built in approved modern style, and altogether creditable to the Company and to the town. / It will be used at present, we have no doubt, by both the Del. & Hud. and N. Y. & Erie Companies.” (*Carbondale Advance*, May 20, 1871, p. 3)

In the article in the *Carbondale Advance* in which the opening of the Valley Road from Carbondale to Scranton is announced for July 4, 1871, we read that the trains will leave from “the New Dundaff Street Depot.” Here is the beginning of that article from the Saturday morning, July 1, 1871 issue, p. 3, of the *Carbondale Advance*:

“Opening of the Locomotive Road South. / The New Locomotive Railroad South of our town, is to be fully opened on Tuesday next, July 4th, 1871. On that day four trains will be run each way. / They will leave the new Dundaff Street Depot in this city, for Scranton. . . .”

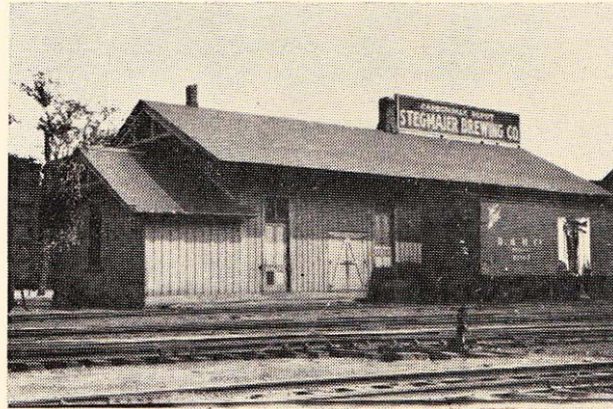
On the map of Carbondale in the 1895 Gravity Railroad map volume, the exact location of the Union Station in Carbondale is shown. In 1909 this building served as the D&H Freight House; in 1928 it served as the Yard Crew Dispatcher's office.



On page 4 of the March 1892 map of *Carbondale* that was produced by the Sanborn – Perris Map Co., Limited, 117 & 119 Broadway, New York, the Union Station is shown to be located on the west side of Dundaff Street, just opposite from and a little to the north of present-day Pettinato's Restaurant and the former Van Bergen building (three-story brick). There used to be a street/passageway, between the Van Bergen building in question and Pettinato's, called "Bergen Lane."

“Combination Passenger and Freight Station—Dundaff Street, Carbondale, PA.” *Passenger and Freight Stations* Delaware and Hudson, The Delaware and Hudson Company Board of Managers Inspection of Lines, June 7th to June 10th, 1928, p. 37:

This station was built in 1871, not 1870, as the caption on the photo at right states (see the newspaper article to the right of this photograph). When this station opened it was used by both the D&H and the Erie. When the Valley Road opened on July 4, 1871, four trains were run each way, Carbondale/Scranton, from this station (see newspaper article from July 1, 1871 given below.



COMBINATION PASSENGER AND FREIGHT
STATION—DUNDAFF STREET
BUILT IN 1870
ABANDONED AS STATION IN 1896
Now used as Yard Crew dispatcher's office

“The new Railroad Depot.
/ R. Manville, Esq.,
Railroad superintendent has
had an eye to the
convenience and comfort of
the traveling public, and to
the credit of our town, in the
new Depot erected upon the
Del. & Hud. Railroad, near
its junction with the
Jefferson. It is well planned,
built in approved modern
style, and altogether
creditable to the Company
and to the town. / It will be
used at present, we have no
doubt, by both the Del. &
Hud. and N. Y. & Erie
Companies.” (*Carbondale
Advance*, May 20, 1871, p.
3)

Valley Road Trains to Depart from New Dundaff Street Station, 1871:

In the article in the *Carbondale Advance* in which the opening of the Valley Road from Carbondale to Scranton is announced for July 4, 1871, we read that the trains will leave from “the New Dundaff Street Depot.” Here is the beginning of that article from the Saturday morning, July 1, 1871 issue, p. 3, of the *Carbondale Advance*: **“Opening of the Locomotive Road South.** / The New Locomotive Railroad South of our town, is to be fully opened on Tuesday next, July 4th, 1871. On that day four trains will be run each way. / They will leave the new Dundaff Street Depot in this city, for Scranton. . . .”

When passenger service was inaugurated between Carbondale and Honesdale in 1877, the passenger coaches departed from the Union Station. The movement of the passenger coaches from the Union Station for the trip to Honesdale, and the movement of the passenger coaches on their return to Carbondale is described in an article that was published in 1925 in *The Delaware and Hudson Company Bulletin* as follows:

“Passenger service was installed on the section between Carbondale and Olyphant in 1860, and continued until the ‘Valley’ line was opened ten years later. It was the section between Carbondale and Honesdale that was so well known to the traveling public, and between these points passenger service was not inaugurated until 1877. This was at the period of greatest activity in coal transportation upon the ‘Gravity’ and upon the canal. The service at first was purely local but later the company developed a large picnic park at Farview, which in the summer months, daily attracted thousands of excursionists. / There were few more popular trips than the ride up the planes to Farview, returning by way of ‘Shepherd’s Crook.’ On a record day in September, 1898, nearly 15,000 passengers were transported to Farview in special trains. / The first passenger coaches were built with an enclosed section in the middle and an open section, with seats running lengthwise, on the ends. Later a standard type of coach was used, excepting that the width of the cars only permitted double seats on one side, a single seat being on the opposite side of the aisle. Open cars were used during the summer months. A regular train, in the summer, consisted of a baggage car at the head end, a closed coach and two open cars. The trains were controlled by hand brakes and the head brakeman rode on the front platform and rang a gong when approaching crossings. Access to the open cars was by a running board along each side at the floor level and, for stations where there was no high platform, it was necessary to use a short ladder to assist passengers on and off. / The scheduled time of the passenger trains from Carbondale to Honesdale was one hour and fifteen minutes, the return trip taking about ten minutes longer. The passenger trains started from the old Union Station at Dundaff [emphasis added] and were pulled up backwards over the ‘back’ Davis plane to a switchback at the head, thence moving by gravity over the ‘high works,’ a long trestle crossing the locomotive tracks and a portion of Carbondale, to the foot of Number One Plane. On the return trip the trains stopped at Lookout Junction where they were met by the narrow gauge locomotive ‘Major Sykes’ and pulled into the Carbondale station.” [emphasis added] (“Our Own ‘Gravity Road,” *The Delaware and Hudson Company Bulletin*, July 15, 1925, pp. 10-11)

In the above description we read that "the passenger trains started from the old Union Station at Dundaff."

Given below is a photograph of a cut of Gravity Railroad passenger cars parked at the Union Station in Carbondale. This remarkable photo is from the collection of Jim and Maureen Clift, Hawley, PA. Jim Clift's paternal grandfather, William R. Clift, worked for the D&H. Mr. and

Mrs. William R. Clift lived at Keens, PA (below Hubbard's farm). Special thanks to Henry J. Loftus, White Mills, PA, who made this and several other photos in the Clift Collection available to us on October 23, 2014.

Notice the bleacher-like steps for boarding the passenger cars. These steps would have been especially effective for boarding passengers on open-air Gravity cars. Notice also the conductor on the steps between the two passenger cars.



Boardwalk across the D&H steam line tracks to the Union Station, which was to the right of the area shown here

A Cut of Gravity Railroad Passenger Cars Parked at Union Station, Carbondale. Photo from the Clift collection, Honesdale, courtesy of Hank Loftus, White Mills, PA

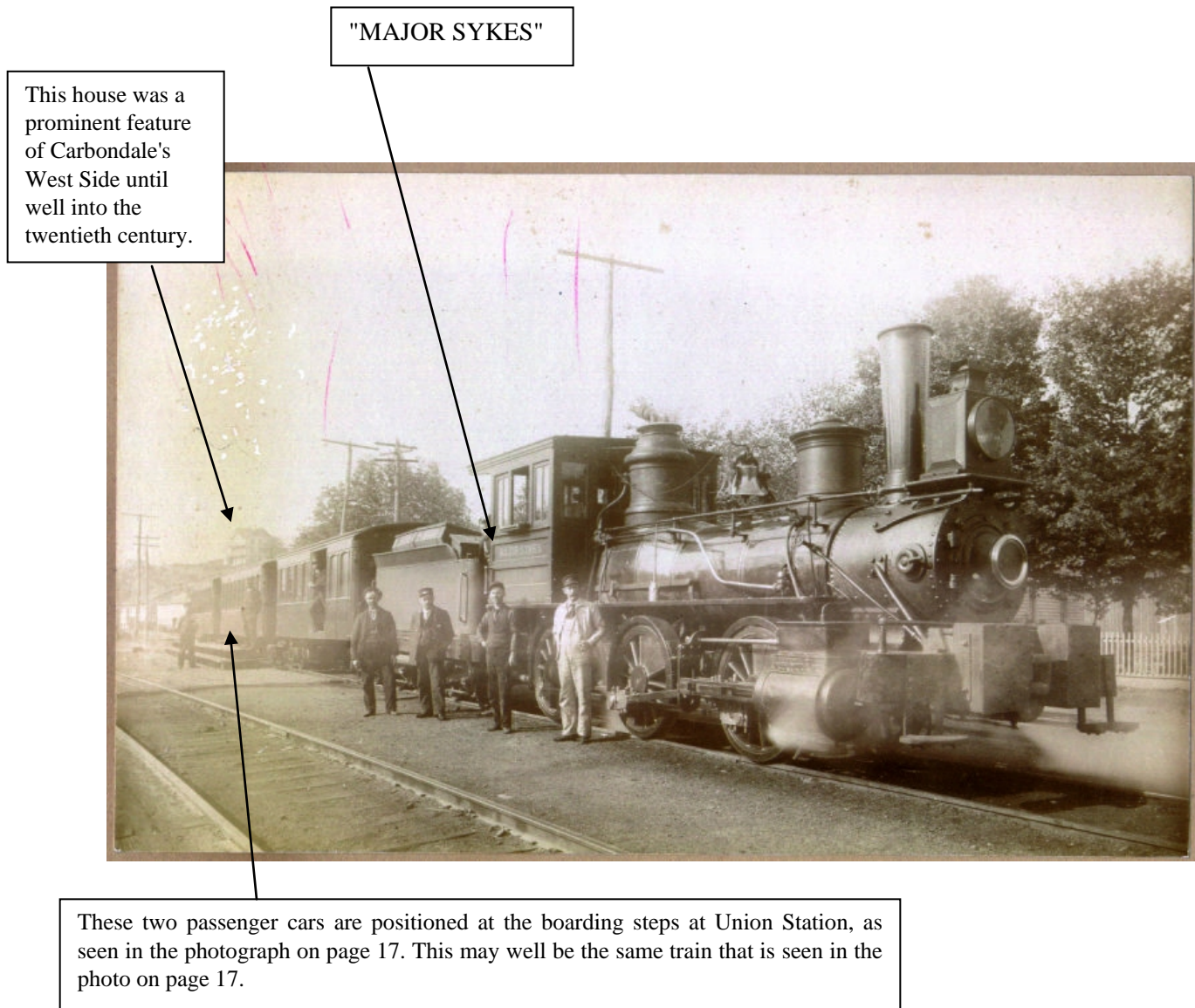
Here is a photograph from the Clift Collection of D. & H. Engine No.7, parked at Union Station in Carbondale. This photograph was reproduced in a Carbondale newspaper with the following caption: "OLD D&H LOCOMOTIVE NO. 7 stands ready in this photo to pull Gravity Railroad passenger cars on the first leg of their trip to Farview. Stationary engines will pull cars up inclined planes the rest of the way. Photo was loaned by John Merrigan, 38 Dart Avenue,

Veteran D&H railroader. The two men standing at left are Mr. [Joe] Fox and Mick Farrell. In the cab are Guy Little, trainman, and Oscar Histed, engineman. Standing by the engine are Jack Bryden and William Clift. Picture was taken about 1889. (Schella reproduction)."



D. & H. Engine No. 7

Here is a photograph from the Clift Collection of the Major Sykes parked at the Union Station in Carbondale. The names of the men shown in this photograph have not yet been learned.



Major Sykes: D&H Engine No. 1, 0-4-0, Gravity gauge, 4-wheel switcher, later rebuilt with 6 drivers. Built by W. Cook and Company, Scranton; purchased by the D&H in 1860; the Major Sykes could haul only 18 of the 5-ton Gravity cars. The Major Sykes was rebuilt/converted by the D&H in 1872 at the Green Ridge Shop, changing in type from 0-4-0 to 0-6-0, "probably the first conversion."

The Major Sykes is a 0-6-0 in this photo, which means that the photo was taken after 1872.

It was announced in the *Carbondale Leader* of June 15, 1872, that the D&H depot in Carbondale (the Union Station) was now furnished with non conductive chairs:

"The D. & H. depot at this place is furnished with non-conductive chairs. Persons who are obliged to wait for trains during a thunder shower can do so in perfect safety." (*Carbondale Leader*, June 15. 1872, p. 3)

In October 1872 the switch in the rear of the Carbondale depot was extended:

"The D. & H. Co. has extended the switch in the rear of the depot at this place, connecting both ends with the main track." (*Carbondale Leader*, October 26, 1872, p. 3)

In 1885, the D&H remodeled its passenger depots, including the Carbondale depot:

"The Delaware and Hudson Canal Company is remodeling the remainder of its depots along the entire road by additions which will make larger waiting rooms and afford a separate office to each one. This will be a good improvement and will afford much convenience, as the platform will be on a grade with the track. It will dispense with climbing up steps as of old. So says the *Scranton Republican*." (*Carbondale Advance*, March 7, 1885, p. 3)

Charles Campman was badly hurt on May 10, 1886 while coupling cars near the passenger depot. In *The Journal* of May 13, 1886, we read:

"On Monday afternoon, about 5 o'clock, while coupling cars near the passenger depot, Charles Campman was seized with a sudden fainting spell and slipped. The wheels of one of the cars caught his foot, crushing his toes, two of which had to be amputated." (*The Journal*, May 13, 1886, p. 3)

When the members of the General Phinney Engine Company of Scranton and the Liberty Hose Company of Scranton arrived in Carbondale on August 17, 1887, via the D&H Valley Road from Scranton to Carbondale, they got off the train from Scranton at the Union Depot and, preceded by their band and the Columbia Fire Company of Carbondale, marched through the streets of Carbondale to the Gravity depot, where they all boarded a D&H excursion train for the trip up the mountain to Farview. About 125 people from Carbondale joined the excursion group.

"About 125 of our people attended the excursion of Gen. Phinney Engine Co. and Liberty Hose Co., of Scranton, to Farview, yesterday. The Scranton companies, preceded by their band and Columbia Fire Co. of this city, marched through the streets from the Union to the Gravity depot on their way over." (*The Journal*, August 18, 1887, p. 3)

A D&H passenger train and an excursion train collided at the Union Depot on August 24, 1887. Here is the account of the accident that was published in *The Journal* on the following day:

“A Collision at the Union Depot. / Quite a serious collision occurred at the D. & H. depot in this city about a quarter of six last evening. While the passenger train to take the excursion party of St. Mary’s Catholic Church of Scranton was being backed into place on the southern bound track at the depot, engine No. 35, Rob. Von Storch, engineer, started down the track, and his engine came in collision with the rear coach of the excursion train. The passenger coach was badly wrecked, and the locomotive considerably damaged, some of the boiler flues were driven in, and the hot steam poured out with great force. Engineer Von Storch saved himself by jumping from his engine, but his fireman, Edwin Goodman, who was engaged in filling the oil cans at the time of the collision, was badly scalded about the legs and body. He was taken to the hotel of McDonnell & Sullivan near by, Dr. Bailey was summoned, and dressed his wounds. / Mr. Goodman is unmarried, and his only living relative is a sister residing at Honesdale.” (*The Journal*, August 25, 1887, p. 3)

In early November 1887, the tracks of the new electric railway in Carbondale were extended from the Union Depot to below the Lookout.

“The ties for the new electric railway have this week been distributed along the route of the road from the Union depot to some distance below the ‘Lookout.’ ” (*The Journal*, November 10, 1887, p. 3)

In December 1887, the tracks for the new electric railway were extended from the Union Depot to the intersection of Main and Seventh Streets:

"A large force of men is engaged in laying the track for the Electric Railway, and it is now nearly completed from the Del. & Hud. Depot on Dundaff street to the intersection of Main and Seventh streets." (*The Journal*, December 1, 1887, p. 3)

On Friday morning, March 15, 1889, the Baker heater in an empty passenger car at the Union Station exploded. Fortunately, the car was empty and no injuries resulted from the explosion. Here is the account of the explosion that was published in the *Carbondale Leader* that day:

“THE HEATER EXPLODED. / **An Accident in a D. & H. Passenger Coach This Morning.** / An unusual accident occurred this morning at the D. & H. depot. As the passenger train which reaches here at 7:45, Cook, conductor, was standing in front of the station everyone in the vicinity was startled by a loud report, followed by the falling of broken glass. It didn’t take long to locate the trouble. In one end of the middle coach the Baker heater had exploded and blown

out several windows, and otherwise damaged the car. A piece of iron from the heater had been driven against the door with such force as to make a deep dent in the hard wood. / As good luck had it, the car was empty. In the car ahead were the ladies and gentlemen of the Ethel Tucker theatrical troupe, and the car behind contained people. It was a fortunate thing that the explosion occurred just as it did, for it might have done serious damage, not only to the coach, but to the passengers who would in a few moments have filled it.” (Friday, March 15, 1889, in a Gritman scrapbook, probably from the *Carbondale Leader*)

In 1889, the D&H actively participated in the improvement of upper Main Street in Carbondale. In the *Carbondale Leader* of September 4, 1889, we read:

“Let Others Follow the Example. / The improvement of upper Main street by the D. & H. C. Co. is in line with a suggestion made in THE LEADER some months ago. It was stated then that if the company would improve the street where they own both sides, and if the city would do the same on Main street between the public property and Monument Park, it would show people how a well paved thoroughfare would look, and thus induce a popular uprising for general street improvement. / The Company are now doing their part in a substantial manner, and it is to be hoped the councils will speedily follow the good example.” (*Carbondale Leader*, September 4, 1889, p. 3)

Given below is a detail of page 37 of *Passenger and Freight Stations Delaware and Hudson* ("Inspection of Lines, June 7-10, 1928), showing the D&H Freight House that was built in 1876, and then later cut in half, with one half being moved to the Erie tracks, opposite the D. & H. Freight Office. Both halves of the 1876 building are shown herein (p. 79) in the section on the 1900 Seventh Avenue Station (one half as the D&H Freight House, the other half was the Erie Freight House).



FREIGHT HOUSE
BUILT IN 1876

This building was cut in half, and moved to Erie tracks,
opposite D. & H. Freight Office, now used as
Erie Freight Office.

“D&H Freight House, Carbondale, PA, 1876.” *Passenger and Freight Stations Delaware and Hudson, The Delaware and Hudson Company Board of Managers Inspection of Lines, June 7th to June 10th, 1928, p. 37.*

In September 1887, a team of spirited horses took fright as the lumber wagon to which they were hitched was being loaded at the D&H freight house in Carbondale. Here is the account of what took place, as published in the *Carbondale Leader* of September 8, 1887:

“Runaway Horses. / A team of spirited horses attached to a lumber wagon belonging to A. J. Archbald, of South Gibson, took fright yesterday afternoon while the wagon was being loaded at the D. & H. freight house, and made good time down Railroad street, making the turn into Wall street safely and just before reaching Main street their mad career came to an end. The brave young gentleman who at the risk of his life, rushed directly for the ‘off hoss’ secured a firm hold upon the bridal rein and, well,—no one can tell how many lives were saved.” (*Carbondale Leader*, September 8, 1887, p. 4)

In early May, 1899, rumors began to circulate that "in the near future" Erie trains would arrive at and depart from the D&H Seventh Avenue Station/the City Station (and not at the Union Station), and that the Union Station would be used for other purposes.

“ERIE MAY USE CITY STATION. / Matters New About the Honesdale Branch—Company Buying New Engines and Cars. / . . . A RUMOR. / Rumor has it that the Erie trains will arrive at and depart from the city station [Seventh Avenue] in the near future and that Union depot will be utilized for other purposes. What lends color to this rumor is the fact that the D. & H. land occupied by other parties near the station has been vacated by order of the company. To the observer this would seem to indicate that the company will use the land for switches. This rumor also lacks official confirmation.. . .” (*Carbondale Leader*, May 4, 1899, p. 5)

On May 10, 1899, an article was published in the *Carbondale Leader* in which the following facts from the *Carbondale Leader* and from D&H Superintendent C. R. Manville were announced:

- The work of laying the switches at Seventh avenue station was begun on May 10 (a large force of men being employed in excavating and making a new bank along the canal; laying new ties for a crossover just below the old ‘high works’ crossing, and new and longer ties near the ash pile at ‘28’ for the switches)
- Erie trains will now arrive at and depart from the Seventh Avenue station, beginning a week from next Sunday, May 21 (from Superintendent Manville)
- The Union Station will be abandoned and the building probably removed (from Superintendent Manville)
- The changes in the time table of the Delaware and Hudson made necessary by the abandonment of the Union station will be made May 14 (from Superintendent Manville)
- For the use of engines making long distance runs, a water crane leading from the tank to the head of ‘28’ will be placed at the Seventh Avenue station (from Superintendent Manville)

Here is the complete article as published in the May 10, 1899 issue of the *Carbondale Leader*:

“TO ABANDON UNION STATION. / Erie Trains Will Leave Seventh Avenue—Changes in Time Table—A New Water Crane. / The work of laying the switches at Seventh avenue station was begun this morning, a large force of men being employed in excavating and making a new bank along the canal; laying new ties for a crossover just below the old ‘high works’ crossing, and new and longer ties near the ash pile at ‘28’ for the switches. / The theory advanced in the *Leader* a few days ago that Erie trains will arrive at and depart from city station was confirmed by an interview with superintendent C. R. Manville this morning. Furthermore, superintendent Manville stated that the Union station will be abandoned [emphasis added]. When asked whether or not the building would be used for other purposes, Mr. Manville replied that it would not and added that it would probably be removed. / The Erie company will begin to use city station a week from next Sunday and the changes in the time table of the Delaware and Hudson made necessary by the abandonment of the upper station will be made next Sunday. The changes are not very extensive, however, but one very marked being made. That is in the train arriving in this city from Nineveh, at 3:50 o’clock. It will after the change, arrive at 2:30 o’clock. The Sunday train leaving here at 11 o’clock will leave at 11:20 the same time as the week day train. The other changes are small and in all probability will consist mainly of the omission of the union station leaving time. / For the use of engines making long distance runs, a water crane leading from the tank to the head of ‘28’ will be placed at city station.” (*Carbondale Leader*, May 10, 1899, p. 5)

The Union Station opened in 1871 and closed on Sunday, May 21, 1899. The first Seventh Avenue station opened in 1890, the second in 1896, which means that for the period 1890-1899, Carbondale had three functioning train stations (Seventh Avenue, Union, Gravity). The Gravity station and the Union station both closed in 1899. And so as the twentieth century began, Carbondale had one passenger station, the Seventh Avenue station.

With the closing of the Union station in 1899, the question of the disposition of the employees at that time at the Union station and the City station was necessarily asked. The employees at both of those stations are named in article about the closing of the Union station that was published in the *Carbondale Leader* of May 19, 1899:

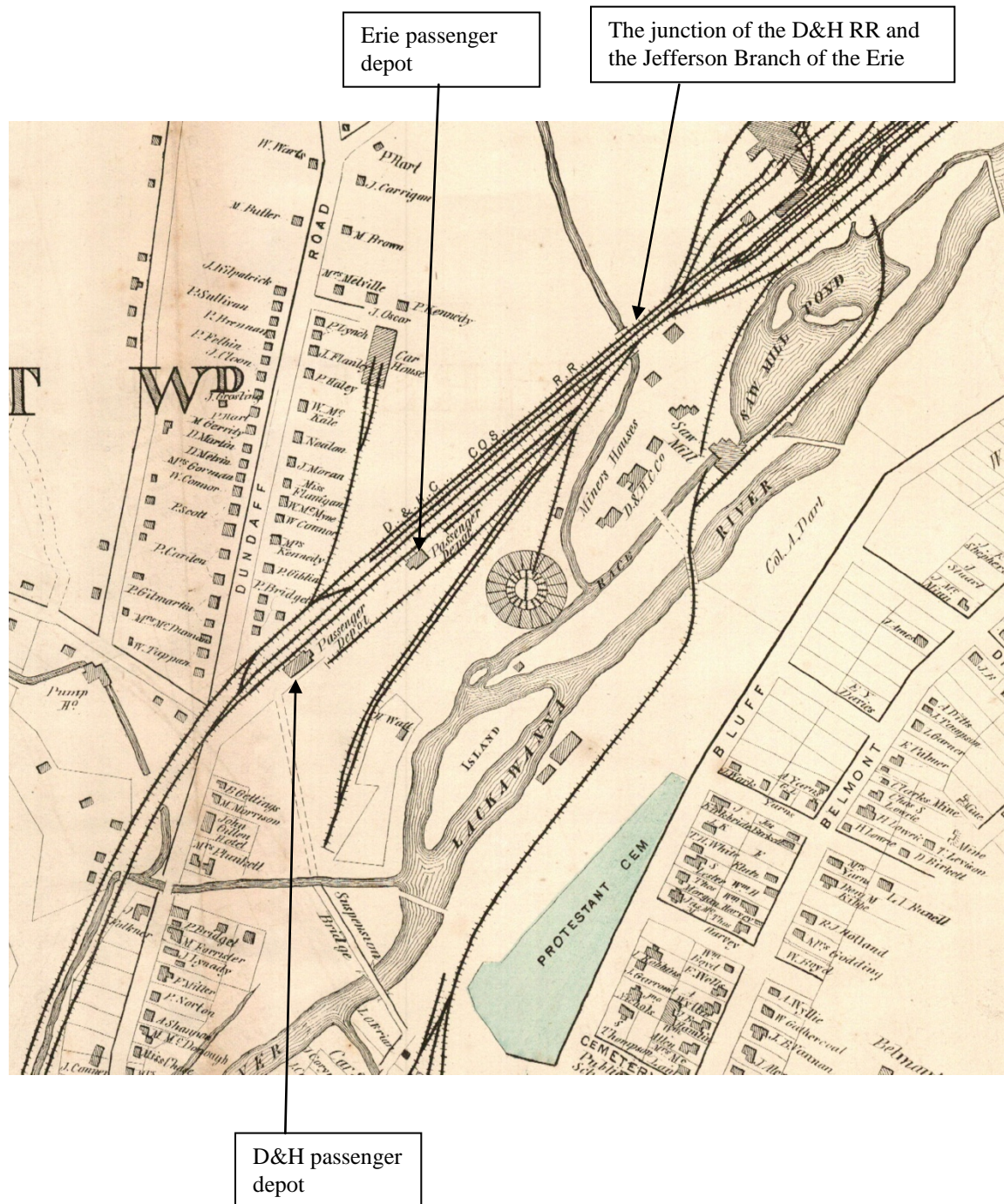
“EFFECT OF ABANDONMENT / Of Union Station Looked Forward to With Interest. / At one o’clock Sunday afternoon the doors of Union station will be closed and later the building will be removed. The structure has occupied this site for many years and with the freight depots [D&H and Erie] has made Dundaff Street one of the city’s busiest thoroughfares. The abandonment of this station will lessen the traffic on that street considerably and in consequence will affect the business of the several adjacent hotels, which are dependent largely upon transient trade. / What disposition will be made of the employees of the Delaware & Hudson company at the two stations is a question in which a great deal of interest is manifested. Those who will be affected by the change are: C. R. Smith, W. G. Moon, W. H. Hollenbeck, Robert Marshall, at

city station, Paul Burton, Clarence Mann and Fred Moon at union depot, all of whom have been in the service of the company for some time and in their respective occupations are well and popularly known among the many who have had occasion to visit either of the company's depots. It is hoped that the change will cause none of these to be thrown out of employment." (*Carbondale Leader*, May 19, 1899, p. 5)

And then on the 22nd of May, 1899, the *Carbondale Leader* (p. 5) had more to report on the personnel changes that would be necessary because of the closing of the Union Station. Those changes were reported in the second part of the article titled "Anthracite Park Going".

" . . **STATION CHANGES.** / By the abandonment of Union station William H. Hollenbeck, baggage master at city station has resigned, Willis G. Moon, ticket clerk has been laid off, Messrs. Paul Burton, Clarence Mann and Fred Moon employees at Union station taking the places made vacant. Robert Marshall, night baggage man and ticket agent C. R. Smith are retained in their old positions. / In all probability since Mr. Hollenbeck has severed his connection with the company he will re-enter the lumber firm of Frank Hollenbeck & Sons. Mr. Moon will be given another position, perhaps at Farview or some smaller station. / The abandonment of Union depot brings with it increased danger at the Dundaff street crossing as trains will pass that point hereafter at a higher rate of speed. Additional precautions will be required from both the gateman and drivers." (*Carbondale Leader*, May 22, 1899, p. 5)

1873 *D. G. Beers Map of Luzerne County/Carbondale*, detail, showing "two" Passenger Depots on Dundaff Street in Carbondale, the one to the south is the D&H, the one farther north was the Erie.

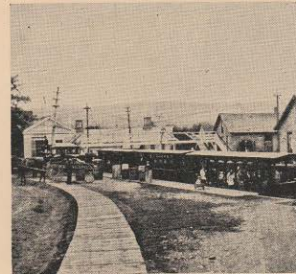


Here is page 37 of *Passenger and Freight Stations Delaware and Hudson* ("Inspection of Lines, June 7-10, 1928):

Carbondale, Pa.



PLANE NO. 1, GRAVITY R. R.



GRAVITY STATION FOOT OF PLANE
NO. 1
ABANDONED AS A STATION IN 1899
Used until 1928 as an office for electrical department, then moved to make room for new
General Office Building.



COMBINATION PASSENGER AND FREIGHT
STATION—DUNDAFF STREET
BUILT IN 1870
ABANDONED AS STATION IN 1896
Now used as Yard Crew dispatcher's office



PASSENGER STATION
BUILT IN 1895



LINCOLN AVENUE WAITING ROOM
BUILT IN 1911



FREIGHT HOUSE
BUILT IN 1876
This building was cut in half, and moved to Erie tracks,
opposite D. & H. Freight Office, now used as
Erie Freight Office.

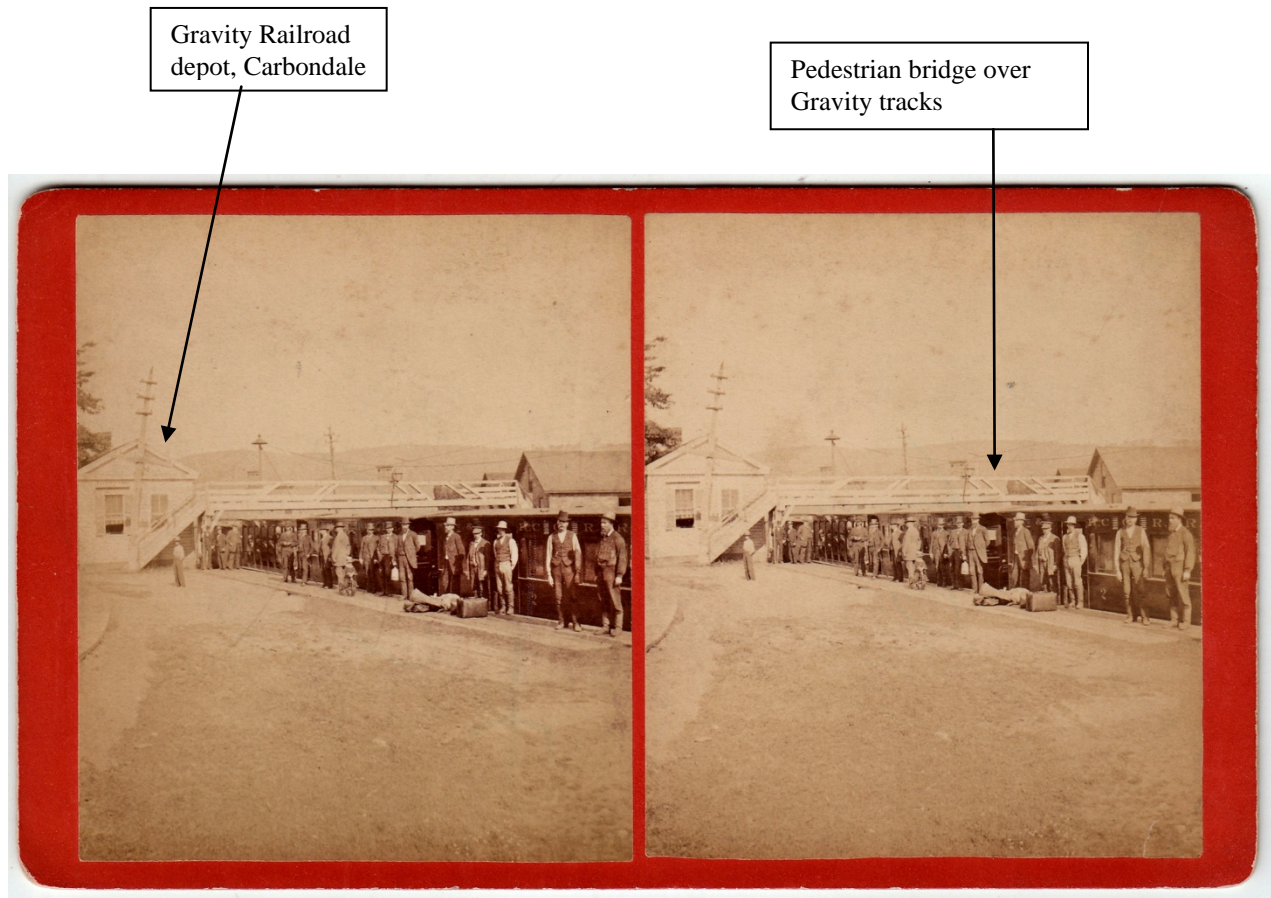
Gravity Station (Main Street Station)

The Gravity Station/Main Street Station served passengers in and out of Carbondale beginning in 1859/1860, when passenger service to Olyphant was initiated. It continued to do so until 1871, when the Union Station and the Valley Road were opened. From 1871 to 1877, there was no passenger activity through the Gravity Station. From 1877 (when passenger service on the Gravity Railroad to Honesdale was inaugurated) to the closing of the Gravity Railroad in 1899, the Gravity passenger station on Main Street functioned, with the Union Station, to move passengers (from down the line and from Carbondale) to and from Honesdale.

When passenger service was inaugurated between Carbondale and Honesdale in 1877, the passenger coaches departed from the Union Station and were then moved to the Gravity Station. Passengers could board the trains for Honesdale at both stations. The movement of the passenger coaches from the Union Station for the trip to Honesdale, and the movement of the passenger coaches on their return to Carbondale is described in an article that was published in 1925 in *The Delaware and Hudson Company Bulletin* as follows:

“Passenger service was installed on the section between Carbondale and Olyphant in 1860, and continued until the ‘Valley’ line was opened ten years later. It was the section between Carbondale and Honesdale that was so well known to the traveling public, and between these points passenger service was not inaugurated until 1877. This was at the period of greatest activity in coal transportation upon the ‘Gravity’ and upon the canal. The service at first was purely local but later the company developed a large picnic park at Farview, which in the summer months, daily attracted thousands of excursionists. / There were few more popular trips than the ride up the planes to Farview, returning by way of ‘Shepherd’s Crook.’ On a record day in September, 1898, nearly 15,000 passengers were transported to Farview in special trains. / The first passenger coaches were built with an enclosed section in the middle and an open section, with seats running lengthwise, on the ends. Later a standard type of coach was used, excepting that the width of the cars only permitted double seats on one side, a single seat being on the opposite side of the aisle. Open cars were used during the summer months. A regular train, in the summer, consisted of a baggage car at the head end, a closed coach and two open cars. The trains were controlled by hand brakes and the head brakeman rode on the front platform and rang a gong when approaching crossings. Access to the open cars was by a running board along each side at the floor level and, for stations where there was no high platform, it was necessary to use a short ladder to assist passengers on and off. / The scheduled time of the passenger trains from Carbondale to Honesdale was one hour and fifteen minutes, the return trip taking about ten minutes longer. The passenger trains started from the old Union Station at Dundaff [emphasis added] and were pulled up backwards over the ‘back’ Davis plane to a switchback at the head, thence moving by gravity over the ‘high works,’ a long trestle crossing the locomotive tracks and a portion of Carbondale, to the foot of Number One Plane. On the return trip the trains stopped at Lookout Junction where they were met by the narrow gauge locomotive ‘Major Sykes’ and pulled into the Carbondale station.” [emphasis added] (“Our Own ‘Gravity Road,’” *The Delaware and Hudson Company Bulletin*, July 15, 1925, pp. 10-11)

Hensel No. 1190: *Del. & Hud. Gravity Road Depot*. Stereocard in the collection of the Carbondale Historical Society and the Carbondale D&H Transportation Museum



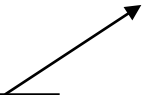
Shown here, at the Gravity Station / Main Street Station are passengers who are about to board a Gravity passenger train for Honesdale.

Enlarged detail of the photo given above.

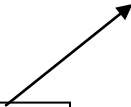
The pedestrian bridge over the Gravity tracks in the station area



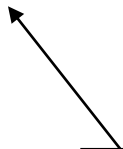
Passengers seated in an open-air car, ready to go up Plane No. 1.



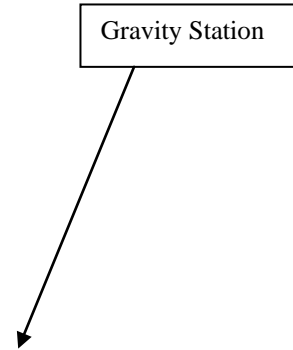
Child on a tricycle



Fifteen adult men standing in a row, posing for Hensel. Little boy with his hands in his pockets, extreme left.



Here is a detail of page 37 of *Passenger and Freight Stations Delaware and Hudson* ("Inspection of Lines, June 7-10, 1928). On the right is the Gravity Station that was located at the foot of No. 1 Plane. It was abandoned as a station in 1899, and used until 1928 as an office for the electrical department, and then moved to make room for the new D&H General Office Building.



Carbondale Seventh Avenue D&H Station

There were two D&H Seventh Avenue stations, both built on the same site. The first was built in 1890, the second one was built in 1896.

1890 Carbondale Seventh Avenue D&H Station:

This was a frame structure, regarded as a temporary structure “for the accommodation of the traveling public until the managers decide upon a location for the grand structure which is to be the permanent central depot for this city.”

About the building of the 1890 station, we read the following in the October 31, 1890 issue of the *Carbondale Leader*:

“GREAT RAILROAD CHANGES. A D. & H. Move Gives Rise to Rumors of Extensive Plans. / The Delaware & Hudson Canal Company commenced yesterday the construction of a platform along their tracks from the crossing at Seventh avenue to the old store house near the Weston Mill. The old store house is to be torn down and a frame building to be constructed on the site to be used for a passenger depot. This, however, is said to be but a temporary affair, for the accommodation of the traveling public until the managers decide upon a location for the grand structure which is to be the permanent central depot for this city. / It is expected that the temporary structure will be completed within three weeks and all passenger trains on the valley railroad will then stop at the central point. This will be a convenience that the people of this city will appreciate. The Dundaff street station will not be abandoned and passengers can take their choice as to starting and stopping places [emphasis added]. This departure is clearly the outcome of opposition in the railroad business and the public will get the benefit of the strife between the rival roads to secure public patronage. There are rumors afloat that several very important changes will be made in the Delaware & Hudson railroad within a year, but no definite information can be obtained as to what these changes are to be. / The rumored changes include the removal of the gravity trestling that crosses Dundaff street; the erection of a handsome passenger station on the west side of Dundaff street facing Salem avenue, and an extensive freight depot in the rear of Trinity church. Should these rumors prove true, this city which is now known to the outside world as a slow-going coal town, will quickly be conceded a place among the important railroad towns of Pennsylvania. Opposition and competition in business furnishes the element of growth that slow-going communities need, and now that the corporations have concluded to supply this great essential at the expense of the stockholders the people of this city should take advantage of the boom that is certain to follow in the wake of these permanent improvements. The councils of Scranton have finally concluded that the handsome depot which the Delaware & Hudson Co. purpose erecting in that city is worth something to the people and they are ready to dispose of the existing differences by arbitration; and it shows that the lawmakers of the electric city have recovered their common sense. / Should the Delaware &

Hudson Canal company or other corporations ask for special privileges of the councils of this city, the request would be granted at once and the delay incident to arbitrating differences avoided. With two handsome railroad depots, paved streets and a government building in sight, this city has a future that the people can bank upon [emphasis added]. Let the enterprising men of this city take advantage of the present outlook for a boom in real estate and help the boom along by erecting a few handsome buildings to take the place of the frame rookeries that now line the principal streets.” (*Carbondale Leader*, October 31, 1890, p. 4)

The 1890 Seventh Avenue station quickly became more popular with the traveling public than the Union Station on Dundaff Street. In the *Carbondale Leader* of November 18, 1890, we read:

“Convenience of the New Station. / The new Seventh avenue station of the D. & H. C. Co. has proven a great convenience to the traveling public and already a majority of the incoming passengers on the company’s trains alight at that point which is nearer the centre of the city and saves a walk over the wretched sidewalks and muddy crossings of Dundaff street. It is probable that in a short time a majority of the outgoing passengers will leave this station. / The company has shown commendable enterprise in the erection of two arc lights and the construction of sidewalks that allow exits either to River street or to Seventh avenue.” (*Carbondale Leader*, November 18, 1890, p. 4)

On August 23, 1892, at around 11:30 P.M., Harry Wills, the watchman at the D&H depot, took into custody an audacious fellow who broke into a D&H coach that was standing on a side track near the depot. Here is the account of the capture of this brazen character by Harry Wills that was published in the *Carbondale Leader* on the following day:

“BROKE INTO A CAR. / A Reckless Rounder Smashes a Passenger Coach Window. / About half past eleven o’clock last night Harry Wills, watchman at the Delaware & Hudson depot, heard the sound of breaking glass in the neighborhood of the passenger car house. Hurrying in the direction from whence the sound came he discovered a man making his way through the window of one of the coaches standing on the side track. / Mr. Wills called the crew of the switch engine to stand guard over the coach while he went in search of a policeman. During the absence of Watchman Wills two young men approached the conductor of the switch engine to learn why the crew was guarding the passenger car and on learning the reason, these chaps nimbly climbed into the coach and had some conversation with the fellow who had taken possession of the car. In a few moments these young men again approached the crew on guard and tried to induce them to give the chap in the car a chance to escape, before Mr. Wills returned with the policeman. / The switchmen gave the chaps to understand that the fellow in the car would not be allowed to escape if they could prevent it and that settled the sympathy workers. / Officer Bell and Mr. Wills returned in due time and the man in the car was placed under arrest and started for the lockup. A short distance from the Arlington House the prisoner made a

sudden jump and ran at full speed down Dundaff street but Officer Bell soon overhauled him and fixed him so that he was unable to try the same game again. The prisoner finding that the officer had him well in hand, resorted to other tactics. He told the story of his troubles, appealed to the officer's sympathy and finding that a failure offered him half a dollar for a chance to escape. / The fifty-cent bribe settled the matter and the fellow wished devoutly a minute later that he had not made the officer such an offer. / At the hearing the prisoner told several conflicting stories. He was evidently an old rounder and Alderman Thompson committed him to the county jail to await the action of the grand jury." (*Carbondale Leader*, August 24, 1892, p. 2)

1896 Carbondale Seventh Avenue D&H Station:

The second Seventh Avenue station opened on Saturday, February 1, 1896. Here is the account of the opening of the new station that was published in the *Carbondale Leader* of Saturday, February 1, 1896:

"OPENED TODAY. The New D. & H. Station at Seventh Avenue Thrown Open for the Use of the Public and Company. / The handsome new Delaware and Hudson depot was thrown open to the traveling public today and was visited and subjected to close inspection by hundreds of residents of our city. The universal opinion expressed is that Carbondale has one of the finest and most modern depots owned by the company. / Claude R. Smith, the efficient ticket agent who has occupied that position for the past few years has been given charge of both stations, and his appointment meets with the approbation of the public who have always found Mr. Smith to be a gentleman of affable and courteous manners. He is the recipient of many compliments and congratulations today. / For the present Mr. Smith will have two competent assistants, Messrs. E. S. Histed and Emmett Lowry. The former is a young man who had made many friends since coming to Carbondale and his appointment to fill this responsible position meets with the hearty approval of those with whom Mr. Histed has to deal. / Mr. Lowry is a young man who merits the position and during the past year has proved himself to be a reliable and trustworthy young man. Mr. Histed will do duty during the day and Mr. Lowry will be night man. / The baggage department will be presided over by William Hollenbeck, and while his duties are new to him, he will no doubt prove himself to be a valuable man for the company. / The first ticket sold in the new station was bought by John H. Watling of Seneca Falls, wao [sic, who] was in this city last evening and went to Scranton this morning. The description of the new depot has been published in *The Leader* and the public are familiar with the details." (*Carbondale Leader*, Saturday, February 1, 1896)

The new station was built by T. C. Robinson, of Carbondale. In Thomas Murphy's *Jubilee History of Lackawanna County, Pennsylvania* (Volume II, 1928) there is a biographical portrait of Tylman Carpenter Robinson (pp. 877-880: born on the Robinson homestead in Greenfield Township, September 7, 1843; married on June 29, 1862, to Lois Britton, who was born August 16, 1843; in 1928, his residence is given as 13 Belmont Street, Carbondale). From that biographical portrait (p. 879) we learn that T. C. Robinson built the 1896 D&H passenger station:

" . . . Mr. Robinson was finally established again in an important lumber and contracting business which he prosecuted up to the time of his retirement. He has erected more than 350 buildings in Carbondale, and has built the homes of three generations, as well as public, business and residential places, among them the Methodist Church, Episcopal Church, Odd Fellows Hall, St. Rose's Convent, and the new Delaware & Hudson passenger station. Mr. Robinson's name is one of the most familiar in the city of Carbondale, and is commemorated on Robinson Avenue, on which is situated his business property and his residence. . ."

Joseph F. Robinson was the foreman for the carpentry work on the D&H Seventh Avenue depot. This we know from the biographical portrait of the man that is given in *PABRLC*, pp. 554-555. Therein we read:

"JOSEPH F. ROBINSON, architect, residing in Carbondale, is a man who has met with success in business affairs and ranks high in commercial circles. Though not having made a regular course of study in the profession he has been a carpenter and foreman of building and has worked after the plans of architects for many years, in which way he has gained a thorough knowledge of the work. . . / The parents of our subject, Jerome and Frances (Swetter) Robinson, are natives respectively of Honesdale, Pa., and Switzerland. [Joseph F. Robinson] was born near Honesdale October 6, 1866, and spent the first sixteen years of life on the home farm. From there he came to Carbondale and commenced to learn the carpenter's trade with A. C. Hall, with whom he remained for two years. . . . [then] as foreman for T. C. Robinson. . . [Joseph F Robinson] was the foreman in the building of the Methodist and Baptist Churches, here and in the remodeling of St. Rose Convent. . . He was foreman for the carpenter work of the Seventh Avenue depot, and in this, as well as in all the work for which he has been responsible, has proved that he is reliable, energetic and persevering. His office is in the building of T C. Robinson in Robinson Avenue."

The 1896 D&H Seventh Avenue Station is shown on the *Map of the City of Carbondale Lackawanna County, Pennsylvania 1909, From Actual Surveys By and Under the Direction of George William Tappan, Scranton, PA, October 18, 1909*. Here is a detail from that map that shows the location of the 1896 D&H Seventh Avenue station:

"Del. & Hud. Depot": The 1896
Seventh Avenue D&H Station



In early May 1899, it was noted in the *Carbondale Leader* of May 13, 1899, remarkably rapid work had been done by the men engaged in laying the new switch at the city station of the Delaware & Hudson. The switch will be used for the Erie and Honesdale branch trains. Here is that announcement:

“TRACK WILL BE READY TONIGHT. / Completion of the New Siding—Temporary Change in Highworks—A Reminiscence--Rumor. / Remarkably rapid work has been done by the men engaged in laying the new switch at the city station of the Delaware & Hudson. It will be nearly completed tonight. The switch will be used for the Erie and Honesdale branch trains. / It is expected that work will be commenced on Monday in raising the Main line tracks as they pass under the old Gravity highworks. There is a sag in the railroad there of one foot. This is to be filled in. The work will necessitate some changes in the lower part of the highworks to allow the large cars to pass under. This will be only for a short time, however, for as soon as the machinery has been removed from No. 28 engine house the highworks are to be torn down. / The demolition of this structure which for half a century has been one of the landscape and industrial features of the city will recall to the few of our old residents the incidents connected with its erection and initial operation.”(*Carbondale Leader*, May 13, 1899, p. 5)

A rumor was abroad in mid-May 1899 that the D&H would remove their freight houses to the vacant land below Seventh Avenue near the foot of Plane No. 28. In the *Carbondale Leader* of May 13, 1899, we read:

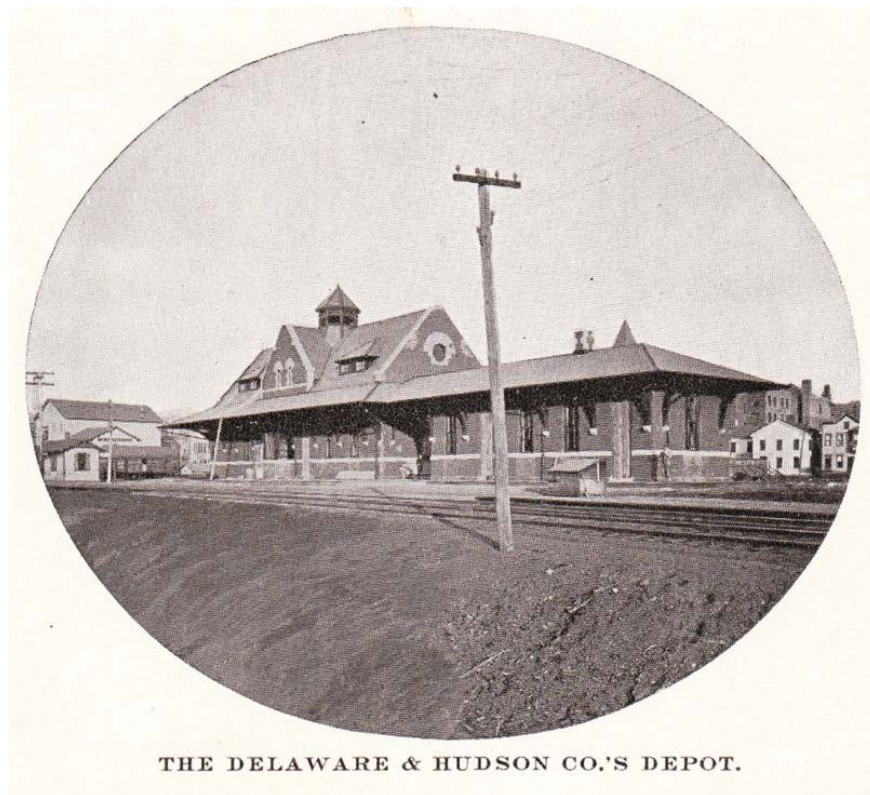
“... Rumor had it last evening that the Delaware & Hudson company would remove their freight houses to the vacant land below Seventh avenue near the foot of plane 28 and in confirmation some added that the Pidgeon property for which the company have negotiated several times, had been sold and that the consideration was \$2,100. But an interview with an interested party reveals that the latter is untrue as the company’s representatives have made no overtures lately. / This cannot be taken, however, as against the proposed changes as the company have ample room without the Pidgeon property. It is thought that there will be tracks added eventually and surveyors working in that vicinity lends color the belief that they will be laid in the near future, but whether the freight station will be located there or not is a question that time alone will solve, as those who know will neither affirm nor deny the report. . .” (“TRACK WILL BE READY TONIGHT. . . *Carbondale Leader*, May 13, 1899, p. 5)

In July 1899, many improvements were made to the interior of the D&H Seventh Avenue station. In the July 25, 1899 issue of the *Carbondale Leader*, we read:

“AT CITY STATION. / Improvements Made Recently in the Baggage Rooms. / The baggage department at the city station is as near perfection in that line as can be reached. It has been newly fitted throughout with all the modern conveniences pertaining to that work, there being among the latest things added a set of large lock boxes arranged in two tiers to bring the top high enough to be used as a counter. These lock boxes are all numbered and each is devoted

to the use of a different official or department of the company. A new desk and double action gate completes the counter arrangement, the whole being built of white ash and paneled in neat designs. / Another convenience just added is a wardrobe for the employes and a stores closet for supplies, all arranged in handsomely finished compartments and having the appearance on the outside of a large cupboard. / Another feature that contributes much to the complement of the department is the kind and courteous employees. Paul Burton for so many years baggagemaster at Union station is the efficient general baggagemaster here, with Clarence Mann also an employe of the Delaware & Hudson for a term of years as his assistant. These gentlemen are in charge during the day, giving way at seven o'clock for Robert Marshall, another courteous official who has entire charge at night." (*Carbondale Leader*, July 25, 1899, p. 5)

Here is a view of the Carbondale D&H Seventh Avenue station from a Carbondale commemorative booklet, pages of which were included in the box of May and Crane family memorabilia that was donated to the Carbondale Historical Society on August 9, 2011 by Richard H. May.

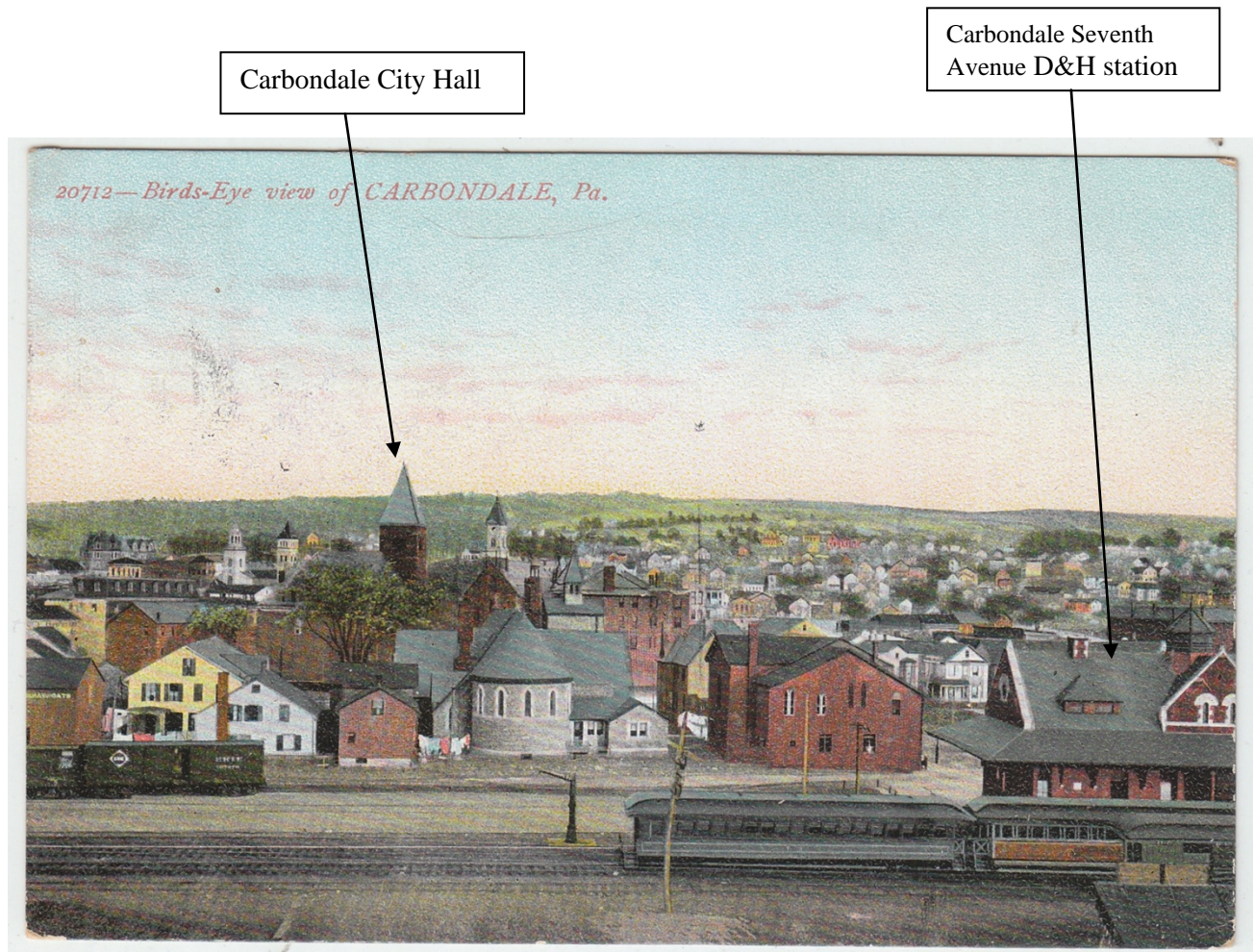


Here is another early view of the Carbondale D&H Seventh Avenue station. The original of this photograph is in the collection of the Carbondale Historical Society.



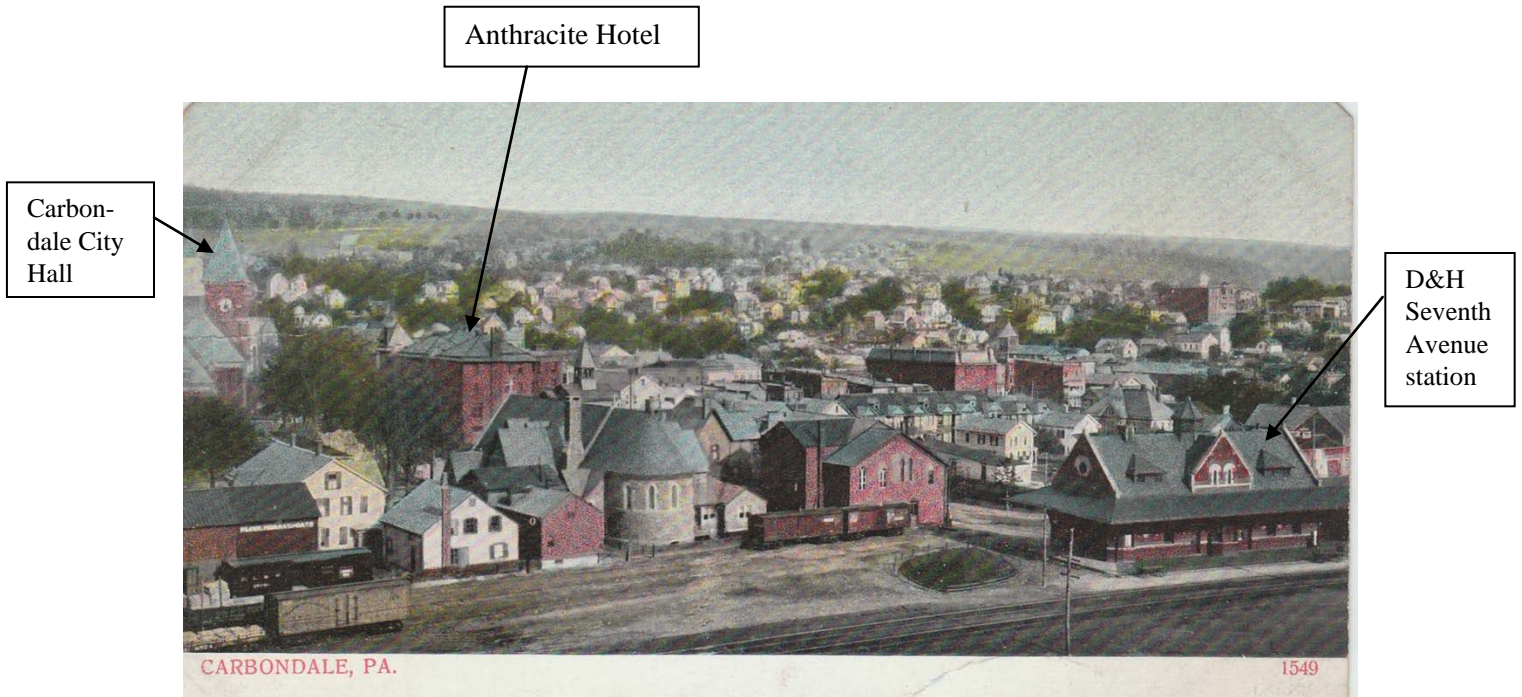
7th Ave. Station Carbondale Pa.

"Bird's-Eye View of Carbondale, Pa." Post card purchased by the author at the Tom Kennedy Local History Festival, April 16, 2016; post card now in the collection of the Carbondale D&H Transportation Museum. The D&H Seventh Avenue depot figures prominently in the foreground of this post card view.



Back of card shown above. Card mailed September 14, 1908, at Carbondale. Recipient: Miss Mabel Tuthill, Box 89, Hawley, PA . Message: "We are going to Moosic Thursday morning. So you can send any mail to me at Earl's. / C."





Post card view of Carbondale in the collection of the Carbondale Historical Society. The D&H Seventh Avenue station is in the foreground of this view.



Carbondale Seventh Avenue D&H Station. Photograph in the collection of the Waymart Area Historical Society. Note the clarity of this photograph, which was surely taken by a professional photographer.

D&H
Seventh
Avenue
station



D&H Seventh Avenue Station, Carbondale, PA. Photo by W. I. Ross Photo Co., Scranton, PA.



Photo of the Carbondale D&H Seventh Avenue Station in the collection of the Carbondale Historical Society. This photo may have been taken just as the station was completed.



D. & H. R. R. Passenger Station, Carbondale, Pa. Post card in the collection of the Carbondale D&H Transportation Museum.



The following data are given on the back of a print of this photograph in the collection of the Carbondale Historical Society: *City Station Carbondale South Bound Passenger Feb 7th/98*



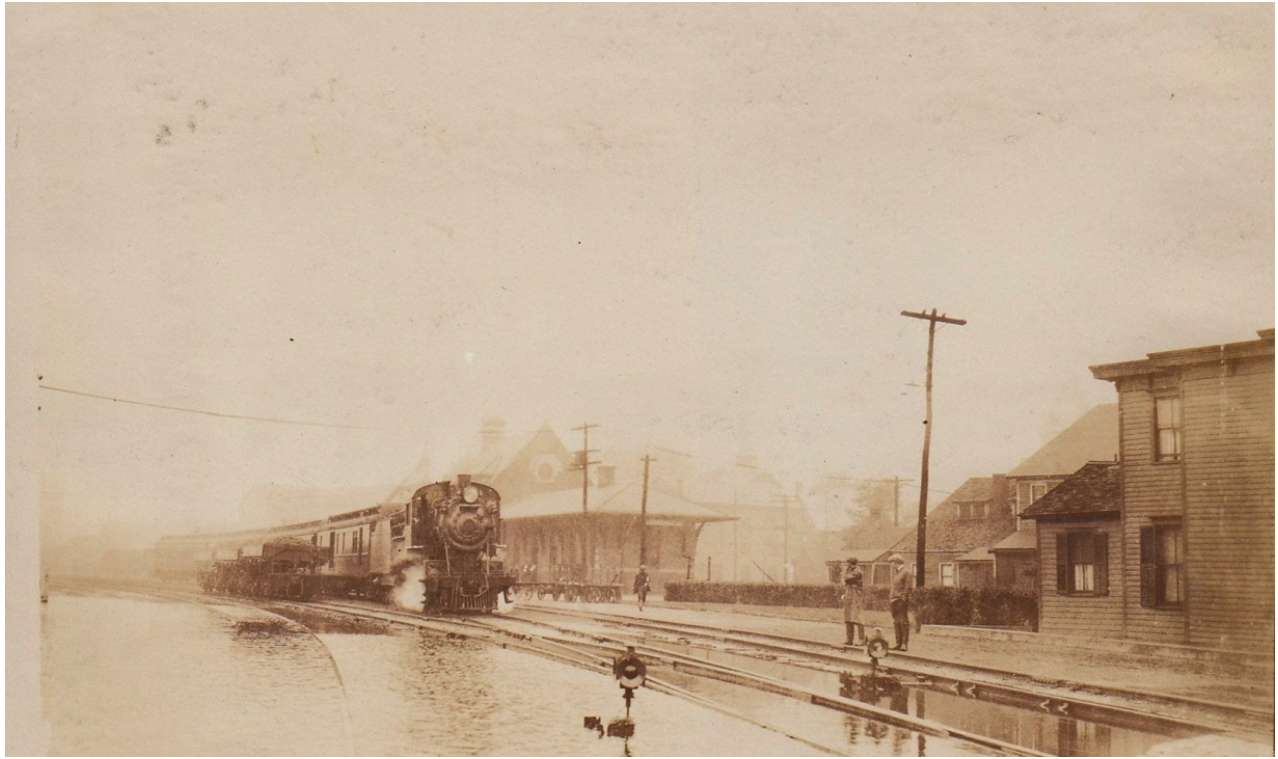
20706--*Delaware and Hudson Seventh Avenue Station, CARBONDALE, PA.* Post card in the collection of the Carbondale D&H Transportation Museum.

The D&H Seventh Avenue Station at the Time of the March 1936 Flood

The D&H Seventh Avenue Station, 1936, as Seen from the Eighth Avenue Crossing. Original photograph in the collection of Patrick Criscera, Carbondale. Photo published as nostalgia photo in *Carbondale News* on October 7, 1998.



The Seventh Avenue D&H Station. View looking South, from North of the station, at the time of the 1942 flood. The burned building to the left of the station is the rectory of the Trinity Episcopal Church.



D&H Seventh Avenue Station at the Time of the 1942 Flood. Photo in the collection of the Carbondale D&H Transportation Museum.

The D&H Seventh Avenue Station burned/was burned, Thursday, July 2, 1970.

There are three photos of the burned building on page 3 of the July 9, 1970 issue of the *Carbondale News*; also on page 4 of the same issue of the paper there is an editorial, titled "Burned D&H City Station once beehive of activity."

1406

D&H Carbondale Yard

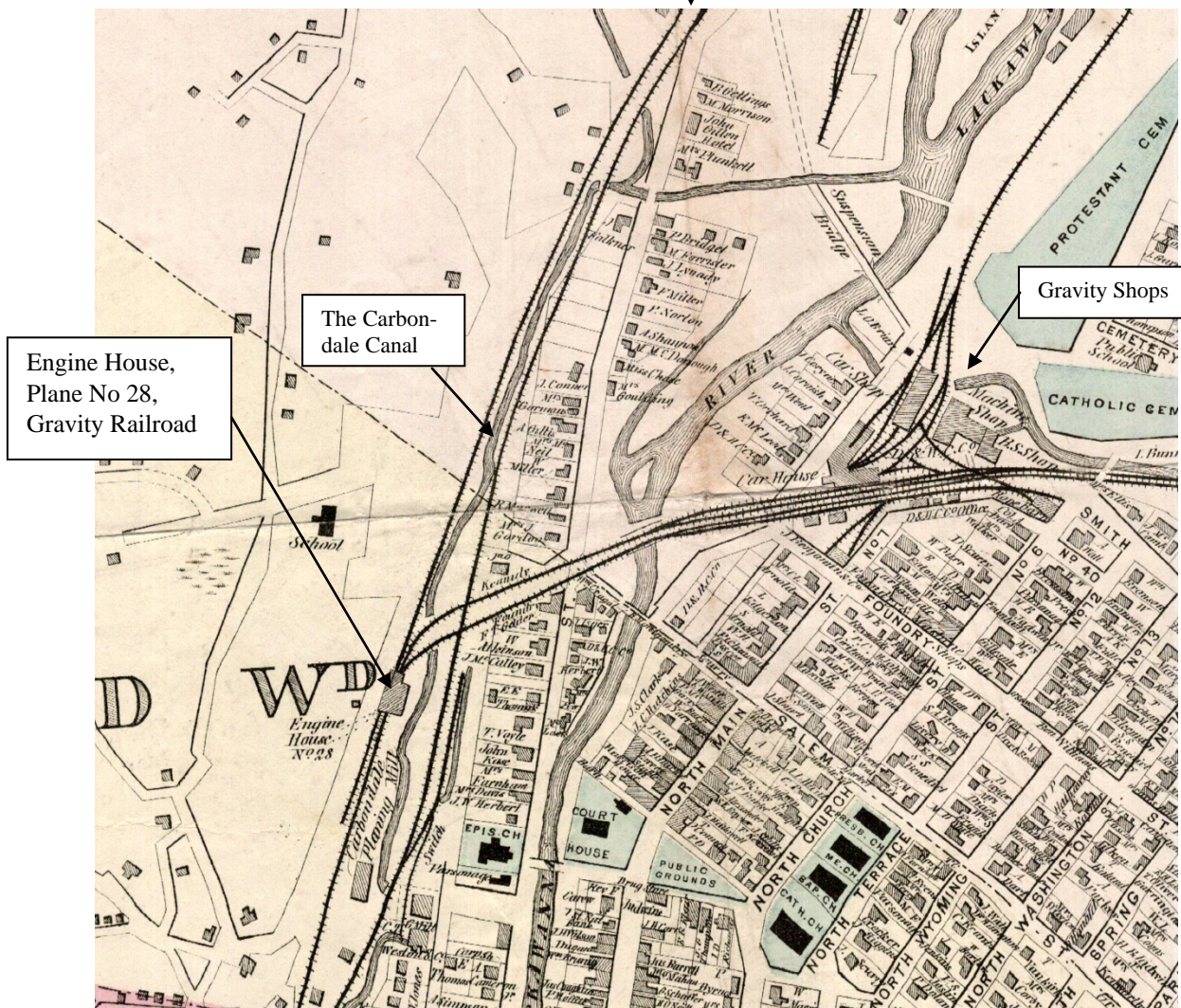
What is a rail yard? The following definition of a rail yard and its accessories is given on page 22 of *The Delaware and Hudson Company BOARD OF MANAGERS INSPECTION of LINES : : June 7, 8, and 9, 1929*, as follows:

"A yard is a system of tracks within defined limits, provided for the purpose of making up trains, sorting equipment, and equipped with various accessories needed to meet the requirement of Transportation. / Yard accessories include, generally, an engine house, engine dispatching facilities, (comprising coaling stations, ash pits, and water supply), offices, running, receiving, departure, classification, transfer and storage tracks, telegraph and telephone facilities, and an adequate lighting system."

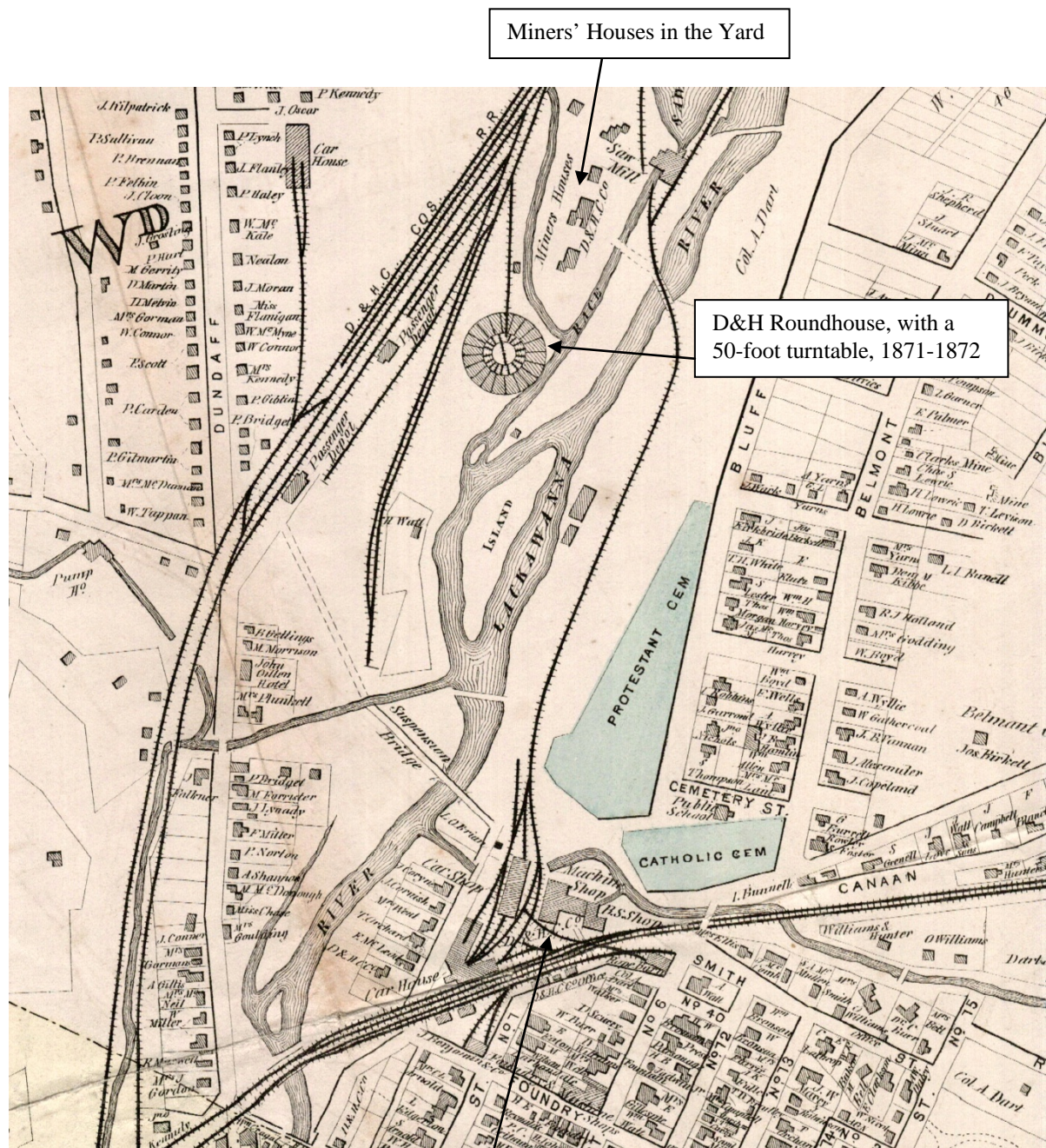
The first D&H yard in Carbondale was established in 1872. Given below are three views of the yard, as shown on the *D. G. Beers 1873* map of Carbondale.

Between Plane 28 and the south end of the D&H Yard at Dundaff Street:

The southern end of the D&H Yard was at the Dundaff Street crossing.



Between Dundaff Street and the Saw Mill in the Yard:



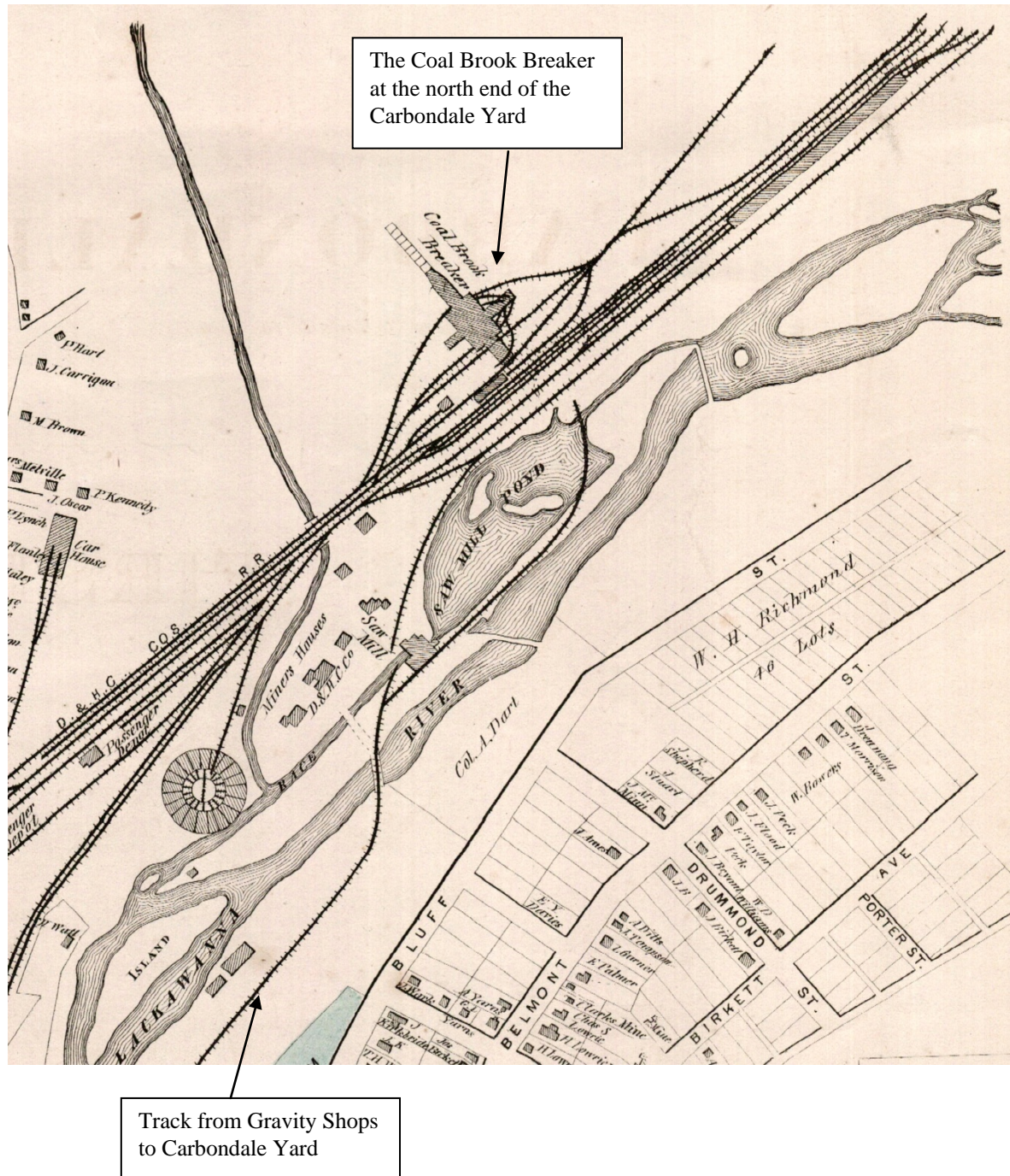
Miners' Houses in the Yard

D&H Roundhouse, with a 50-foot turntable, 1871-1872

Gravity Shops: Car House, Car Shop, Machine Shop, Blacksmith Shop, Rope Barn, D. & H. C. Co. Office

Note: The Blakely Plane is not shown on this 1873 map.

From the Round House to the North End of the Yard:



The early history of the Carbondale D&H yard (as well as the history of the yard up to 1925) is given in the March 15, 1925 issue of *The Delaware and Hudson Company Bulletin* on page 15 as follows:

“Carbondale Yard / In the cover study for this issue of *The Bulletin* [shown below on page 105] it is possible to give our readers only a partial view of the yard at Carbondale, looking north from Dundaff street. Located as it is at substantially the extreme north end of the Lackawanna coal basin and, for this reason, being the concentration point for all northward bound anthracite passing over the road, as well as the center of the distribution of empty cars returning to the collieries for re-loading, it constitutes one of our most important operating facilities. / The original yard was established in 1872 and subsequently enlarged during 1888, 1895 and 1889 [this is the sequence the years are given in the original; the years are probably correct but 1895 was incorrectly sequenced in the article] by the addition of new tracks wherever the topography permitted. During the period of 1914-17, it was again enlarged and re-arranged in its present layout [1925]. The changes necessary involved the re-location of the channel of the Lackawanna river, the leveling of a large section of hill lying to the west of the former yard, and the removal of the old Erie yard. The Simpson viaduct, eliminating a grade crossing, was built as a part of this program and in October, 1917, the new main tracks at the east side of the yard were opened to traffic. / Although generally the yard is considered as beginning at the passenger station, or Eighth avenue, it actually extends north from Dundaff street, which thoroughfare was spanned by a modern viaduct during 1924 [viaduct completed in 1923], where the ‘spread’ of tracks begins, to a point just north of the Simpson viaduct and has an extreme length of 7,200 feet. Including 6.6 miles of main track, there are approximately 50.1 miles of track with a capacity of approximately 3,139 cars, an increase of 49.48 per cent over its former capacity. The grade varies from 1.39 per cent at the north end to 0.56 per cent at the south end, descending in a southerly direction. Advantage of these grades was taken in laying out the yard in order [to] provide simple and economical operation.” (*The Delaware and Hudson Company Bulletin*, March 15, 1925, p. 15)

About the Carbondale yard, we read the following in *Century of Progress*, pp. 3767-78:

“Enlarged on four previous [before 1915] occasions, this [the Carbondale] yard, because of its location at the north end of the Lackawanna coal basin, had taken rank as one of the most important means for successful operation of the railroad, empty cars destined for the mines being taken out of the yard by engines that deliver them at the breakers while loaded cars gathered at the breakers are sorted in the yard and arranged in trains with regard to convenience in deliveries at destination and junction points. Previous to 1910 the expansion of this yard had been by the addition of new tracks wherever the topography permitted but no adequately considered plan of consistent and coordinated development had been pursued. The practical reconstruction of this yard, in progress throughout the years from 1913 to 1917, was based upon a study of the situation, both locally and as related to the entire operation of the railroad. The old yard, as it

existed in 1910, had an approximate length of five thousand feet and an aggregate capacity of twenty-one hundred cars; it was an uneconomical yard, difficult and costly to operate, and its relation to the railroad was such that its inadequacy was reflected over the entire system. As reconstructed and enlarged, the yard became an instrument the operation of which greatly increased the capacity and efficiency of the entire system. The improvements increased the capacity of the yard to 3,139 cars or fifty per cent. The work necessary in this connection included the removal of the coal storage plant located on the site of the enlarged yard to Duffy's Field and its reconstruction and enlargement, the construction of two new main tracks the full length of the yard and the construction of an overhead highway bridge, carrying also a traction line, at the northern end of the new yard. The total cost of all these improvements exceeded \$1,500, 000."

Erie Roundhouse in Carbondale Yard:

From the opening of the Jefferson Branch of the Erie Railroad from Carbondale to Lanesboro in October 1870, the Erie Railroad had a presence in Carbondale and in the Carbondale yard.

In an article in the December 11, 1889 issue of the *Carbondale Leader*, that first Erie roundhouse is described as a "frame shed" that was destroyed by a fire in about 1885. Here is the relevant portion of that article:

"TO BUILD A NEW ROUNDHOUSE. / The Erie Will Erect a Brick Barn for Their Iron Horses. / Ever since the destruction of the frame shed that sheltered Erie locomotives at this end of the branch the half dozen pushers and pullers have not been housed. The fire that destroyed the building took place about four years ago and the management evidently concluded that it was not worth while rebuilding the shed." (*Carbondale Leader*, December 11, 1889. p. 4)

The first Erie roundhouse in the Carbondale yard was there no later than 1875. That we know from the caption of a photograph that was the subject of a *Nostalgia* photo that was published in the November 21, 1978 issue of the *Carbondale News*. Here is that photograph:

The caption on that photo, when published in the *Nostalgia* section of the *Carbondale News* of November 21, 1978, reads as follows:

“ERIE RONDHOUSE in Carbondale is seen here in the year 1875. Several gentlemen pose in front of a pair of wood burners which were the power for the Jefferson Division or branch from 1870 when the branch was built until about 1880 when the Erie got an engine known as the Modock which was a little larger with eight driving wheels. George M. Norris was general foreman at the car shops and roundhouse in Carbondale in 1875. (Photo courtesy of C. O. Fitch)” (newspaper clipping from the *Carbondale News*, dated November 21, 1978)

On December 10, 1889, it was reported in the *Carbondale Leader* of December 11, 1889, that "a substantial brick building would be erected at once on the site of the old shed [the first Erie roundhouse]. One section of the circle was to be constructed immediately which would accommodate eight locomotives." Here is the complete text of that announcement:

“TO BUILD A NEW ROUNDHOUSE. / The Erie Will Erect a Brick Barn for Their Iron Horses. / Ever since the destruction of the frame shed that sheltered Erie locomotives at this end of the branch the half dozen pushers and pullers have not been housed. The fire that destroyed the building took place about four years ago and the management evidently concluded that it was not worth while rebuilding the shed. / Six months ago it was rumored that the Erie had decided to erect a full grown round house with ample accommodations for their engines that remained over night in this city. Following this rumor we learned that the project had fallen through and the pushers were doomed to spend another winter on the side tracks. / Yesterday Master Builder Saxton came over the branch and brought the information that a substantial brick building would be erected at once on the site of the old shed. One section of the circle was to be constructed immediately which would accommodate eight locomotives. / This will be good news for engineers and firemen and the men who are employed in the repair shops in the Erie yard. It will be good news to the people, for the erection of such a building indicates that the Erie has come to stay.” (*Carbondale Leader*, December 11, 1889. p. 4)

Back to the D&H:

In January 1873, Henry Wills, who worked for the D&H on the Flats/in the Carbondale yard, had his hand crushed, and amputation was necessary.

“Another Accident. / Mr. Henry Wills, employed upon the R. R. on the Flats had his hand crushed on Thursday. Amputation was performed by Dr. Adams, assisted by Dr. C. Burr.” (*Carbondale Advance*, January 4, 1873, p. 3)

Rail yards can be dangerous places. A young girl named Jessie Davidson, who was picking coal under a car in the yard, was run over by a car in late February 1873, and died of the wounds received. Here is the account of the accident that was published in the *Carbondale Leader* of March 1, 1873:

“TERRIBLE ACCIDENT.—The Scranton *Daily Democrat* of Tuesday says: ‘About 5 o’clock last evening, a girl named Jessie Davidson, daughter of Francis Davidson, was picking coal under a car in the yard, and while so engaged, a train backing down started the car she was under, and in scrambling to get out, the wheels passed over the lower part of her body. Her legs were horribly mutilated below the knees, and hung by a thin strip of outside skin. The bones and flesh were mangled most horribly, and the poor child suffered excruciating pain. She was conveyed to the Lackawanna Hospital, and her friends sent for. From the first, she realized that her end was near, and conversed calmly and rationally with those who stood weeping around her dying bed. She said she saw the angels beckoning to her, and the far off land beyond the River of Death all was bright and beautiful. She lingered about one hour after being taken to the hospital, when she calmly folded her hands, and without a struggle her spirit took its flight.’” (*Carbondale Leader*, March 1, 1873, p. 3)

In November 1874, a young man named Michael McNulty found dead on the railroad track near the bridge which crosses the Lackawanna. It is supposed that McNulty attempted to cross the track before an approaching train and that he slipped and fell. Here is the accident report from the *Carbondale Leader* of November 21, 1874:

“FOUND DEAD ON THE RAILROAD. / Last Saturday night a man named Michael McNulty, aged twenty years, was found dead on the railroad track near the bridge which crosses the Lackawanna. His parents live on the east side of the turnpike directly opposite the bridge. It is supposed that McNulty attempted to cross the track before an approaching train and that he slipped and fell. When the body was first seen there were suspicions of foul play, but the position in which it was found shows plainly that McNulty met his death by being struck by the locomotive. His back rested upon some timbers at the approach to the bridge, and his feet and head were between these timbers and others like them. The body was taken to his father’s house. Two ribs on the right side were broken, the right arm, between the elbow and shoulder was broken, and the left collar-bone and lower jaw were fractured. There was a long scar on the left side of the face, besides other injuries. The deceased was the son of Patrick McNulty. On Monday forenoon an inquest was held, Alderman Kinback acting as coroner. The following men were chosen as a jury: Patrick Barrett, Michael Loftus, Stephen Nealon, Patrick Dougherty, Jas. Cannon, and Patrick Heaffern. Dr. Hand in company with the coroner and jury examined the body and found the injuries to be as stated above. Then they examined the place where it was found and heard the evidence of several witnesses. No evidence was produced that went to show that McNulty came to his death otherwise than accidentally, and the jury, therefore, rendered their verdict that the deceased came to his death on November 14, 1874, from injuries received by being run over by a train on the D. & H. C. Co.’s Railroad. The funeral was held on Monday afternoon.” (*Carbondale Leader*, November 21, 1874, p. 3)

The photograph of the Carbondale Shops/Yard given on the following page is in the collection of the Carbondale Historical Society and Museum. *Inspection of Lines*. . . (1929), p. 23, gives 1860 as the date on this photograph, but that date is a little early. The two Gravity passenger coaches seen in this photograph date from the 1870s. It is very probable that this photograph was taken in or after 1877, when passenger service to Honesdale was inaugurated.

Here is that photograph:

Gravity passenger cars. This photo was probably taken in or after 1877 when passenger service to Honesdale was inaugurated.



In July/August 1877, the Common and Select Councils of the City of Carbondale passed an ordinance requiring the D&H to position a flagman at the Dundaff Street crossing (at the south end of the Carbondale yard) and the Seventh Avenue crossing in Carbondale, daily, from 7 A.M. to 8 P.M., except Sunday. Here is the announcement of that ordinance that was published in the *Carbondale Leader* of August 25, 1877:

“ORDINANCE RELATIVE TO FLAGMEN on the Delaware and Hudson Canal Company’s Railroad. / SECTION 1.—Be it ordained by the Select and Common Councils for the City of Carbondale, and it is hereby ordained by the authority of the same, that the President and

Managers of the Delaware and Hudson Canal Company shall place a man at the crossing where the Dundaff road is intersected by the railroad of said company in the First Ward of said city, to act in the capacity of flag-man and warn all persons passing if in danger from approaching trains of cars. The said company shall also place a man at the crossing the Second Ward of Carbondale City at the point where their said railroad intersects Seventh street of Carbondale City, to act in the same capacity as above mentioned. / SECTION 2.—It is further provided that the said company shall keep men at the above mentioned points from the hour of seven o'clock A.M. until eight o'clock P.M. each day of the year excepting Sundays; and to be liable to pay a sum or fine of fifty dollars and costs of suit, to be collection in the name of and for the use of said city of Carbondale by or before any Alderman of Carbondale City, as a penalty for any violation of this ordinance. / Passed in by Common Council July 10, 1877. / Concurred in by Select Council July 10, 1877. Approved. / Approved in Common Council August 20, 1877. G. W. Conklin, Chairman, D. Lewis, Clerk. / Concurred in by Select Council August 20, 1877. Wm. B. Miller, Chairman. / G. S. T. Alexander, Clerk. / Approved. / JOSEPH BIRKETT, Mayor.” (*Carbondale Leader*, August 25, 1877, p. 3)

With the completion of “the narrow gauge connections” (Gravity gauge to standard gauge) in the Carbondale yard/on the Flats in late-October/early November 1878, high level officials of the D&H, the Erie, and the New Jersey Central were in Carbondale to look over these improvements in the Carbondale yard. In the *Carbondale Advance* of November 21, 1878, we read:

“**Visit of R. R. Officials.** / President Dickson of the D. & H. C. Co., accompanied by Receiver Jewell of the Erie R. R. and officers of the N. J. Central, were here this week, looking over the improvements that are being made on ‘the Flats’ with a view to the largely increased tonnage destined to pass over their several roads in consequence of the completion of the narrow gauge connections. This increase of business will inevitably be a benefit to our town. Hurrah for *Carbondale*.” (*Carbondale Advance*, November 2, 1878, p. 3)

In September 1879, several D&H employees suffered accidents while coupling cars in the Carbondale yard. In *The Critic* of September 27, 1879, we read:

“George Moyles, a brakeman in the employ of the Delaware and Hudson Company, while coupling cars in the yard on Monday, met with quite a serious accident. His right arm was caught between the bumpers and considerably crushed. He was taken to his home and attended by Dr. Burnett. He will be laid up for several weeks. / On Tuesday Peter Pohren had one of his fingers smashed while engaged in coupling coal cars in the yard where the trains are made up. / On the same day George Phillippi, a man employed on one of the coal trains, had one of his thumbs and a forefinger badly smashed while coupling coal cars in the yard on the ‘Flats.’” (*The Critic*, September 27, 1879, p. 3)

Two new water tanks were installed in the Carbondale Yard in June 1881:

"Two new water tanks have just been put in the vicinity of the round House by the D. & H. C. Co. The increase in the railroad business made it necessary to replace the old ones with others of larger capacity." (*Carbondale Leader*, June 10, 1881, p. 3)

On December 29, 1881, a fourteen year old boy named Wellington D. Bryant, while attempting to board a caboose at the D. & H. pockets in the Carbondale yard, fell on the track and was run over by several cars. He was the son of Capt. S. E. and Mrs. Samantha C. Bryant, of Carbondale.

"Sad Accident. / On Thursday afternoon as Wellington D. Bryant was attempting to board a caboose at the D. & H. Pockets he fell on the track and was run over by several cars. He was taken to his father's home where he died in a few hours. Deceased was fourteen years old and the son of Capt. S. E. and Mrs. Samantha C. Bryant, of this city. / Funeral services at the residence of his father on Saturday afternoon at 2 o'clock." (*Carbondale Advance*, December 31, 1881, p. 3)

In January 1882, Charles M. Tucker was transferred to the D&H dispatcher's office in Carbondale from Green Ridge.

"It is stated that Charles M. Tucker, now employed in Green Ridge by the D. & H. C. Co., will be transferred to the dispatcher's office in this city at the beginning of the new year." (*Carbondale Leader*, December 30, 1881, p. 4)

On January 15, 1883, John Renslaer, an industrious and respectable German citizen, and the father of six children, was run over by Erie engine No. 518 in the Carbondale yard in the vicinity of the coal pockets. The details on this shocking accident were reported in the *Carbondale Advance* of January 20, 1883, as follows:

"Shocking Accident. / A terrible accident occurred in the railroad track yard on the flats on in the vicinity of the Coal Pockets on Monday afternoon. It took place between three and four o'clock, and resulted in the almost instant death of John Renslaer a respectable German citizen, residing near No. 1 engine house, in the First Ward. / He and several workmen were standing about the track when an Erie engine, No. 518, Jacob Bronson engineer, was observed to be backing down. The other men stepped aside to a place of safety, and Renslaer was expected to do so. But through some mistake he failed to do it. He was knocked down and run over, both limbs and one arm reported to have been cut off, so that he died almost instantly. / Mr. Renslaer was an industrious man, a good citizen, and leaves a wife and six children to bewail his loss. The age of

his children range from four to twenty years. / No blame is attached to any person. / THE INQUEST. / J. F. Kinback, Esq., Alderman, having been notified that a sudden death had occurred near the coal pockets, upon the flats, upon request of a number of our citizens, proceeded to hold an inquest, by summoning the following jurors, viz: Frank Smith, John H. Piatt, G. B. Stuart, George H. Porter, Henry P. Miller, Capt. A. Fagan. The jurors proceeded to view the body of John Renslaer, then and there lying by the railroad tracks, near the coal pockets. They rendered a verdict that he came to his death by accidentally stepping upon the railroad track, and being knocked down and run over by the locomotive; that the death was unavoidable, and no blame can be attached to anyone.” (*Carbondale Advance*, January 20, 1883, p. 3)

A shanty near the D. & H. pockets on the upper flats burned on November 19, 1884. The fire was said to have been set by a tramp.

“The alarm of fire on Wednesday morning at 1 o’clock was caused by the burning of a shanty near the D. & H. Pockets on the upper flats, near the Lackawanna breaker. The fire is supposed to have been accidentally set by a tramp. The near proximity to other property of the company made the danger imminent, and so a general alarm was sounded for the employes to turn out and to put out the fire. The shanty was soon consumed but no other damage done.” (*Carbondale Advance*, November 22, 1884, p. 3)

On April 12, 1886, Charles E. Bowers, aged 26, died of consumption, after an illness of a year and a half. Before his final illness, he was the train dispatcher for the D&H in Carbondale, and moved over eighty trains a day over a single track, having never made a single mistake. Here is his obituary, which was published in *The Journal* of April 15, 1886:

“Death of Charles E. Bowers. / Charles E. Bowers, son of Mr. Wm. Bowers, died at the residence of his parents in this city on Monday afternoon last, after an illness of a year and a half, of consumption, aged 26 years. / For several years he held the responsible position of train dispatcher for the D. & H. C. Co. in this city. During all that time, moving about eighty trains a day over single track, he never made a single mistake and rightly deserved and secured the commendation of his employes. His was an even, genial and warm spirit, and hence he made many warm friends. He was a patient, hopeful invalid. His departure leaves a large vacancy in the home, an empty seat in church, but a cherished recollection in the hearts of all. / His remains were borne to Maplewood Cemetery on Wednesday afternoon, and laid to rest awaiting the final restitution. / The Clover Club attended the funeral in a body and the pall bearers, with one exception were members of the club. They were as follows: W. A. Manville, H. G. Baker, Robt. D. Stuart, Charles Tucker, J. H. Orchard and Thos Durfee. / Among the floral tributes were a floral pillow from the family, with the name ‘Charles’ in the center; and one also from the Clover Club, upon it the club monogram C. C. a fitting tribute to the love and esteem in which they held

their fellow member; an anchor and two crosses, besides a number of cut flowers.” (*The Journal*, April 15, 1886, p. 3)

At about 2 A.M. on September 5, 1887, a man by the name of Verne Wilson, formerly in Conductor Benedict’s crew on the Susquehanna Division of the Albany and Susquehanna Rail Road, was discovered in one of the merchandise cars on Conductor Johnson’s freight train in the Carbondale D & H yard and was turned over to Alderman Baker by Constable Tracy. Wilson is suspected to be part of a gang that steals packages from rail cars in motion. In the *Carbondale Leader* of September 5, 1887, we read:

“A CAR THIEF CAPTURED. / He Will Be Given a Hearing this Evening by the Alderman. / At about 2 o’clock this morning, as Conductor Johnson’s train was being made up in the D. & H. yard, a man was discovered in one of the merchandise cars, who failed to account satisfactorily for his presence there. The crew turned their ‘capture’ over to watchman Wills and he was secured in a gravity freight car until morning, when constable Tracy introduced the gentleman to alderman Baker, by whom he was committed to the local ‘cooler’ to remain until 7 o’clock p. m., when he will be accorded a hearing. / The man is Verne Wilson, formerly in conductor Benedict’s crew of the Susquehanna division of the A. & S. R. R. and it is suspected he belongs to the gang that have been operating on the A. & S. R. R. whose methods were to conceal one of the gang in a car, and while the train was in motion, and at given points, packages of merchandise would be thrown from the car and gathered by other members of the gang under arrangement.” (*Carbondale Leader*, September 5, 1887, p. 4)

An account of the Verne Wilson capture (see immediately above) was also published in another Carbondale newspaper, *The Journal*. From this second newspaper account, we learn that Verne Wilson was an escaped criminal from the Chenango county jail, where he was serving a term for sheep-stealing. Wilson, we learn, accompanied by Officer Thomas and the deputy sheriff, was taken back to New York state on the following day. Here is the account of this Verne Wilson incident from *The Journal* of September 8, 1887:

“An Escaped Offender Caught. / A man whose name was ascertained to be Verne Wilson was found about 2 o’clock on Monday morning in one of the cars of Conductor Johnson’s freight train, which was being made up in the D. & H. yard. He was secured and kept in a freight car till later in the morning, when he was brought before Alderman Baker, who committed him to the city bastille. At the hearing, the railroad company declined to prosecute, but a deputy sheriff from Norwich, N. Y., who had received information of Wilson’s whereabouts, arrived here and claimed him as an escaped criminal from the Chenango county jail, where he was serving a term for sheep-stealing. He was taken back on the following day. Officer Thomas accompanied the prisoner and deputy sheriff as far as State Line.” (*The Journal*, September 8, 1887, p. 3)

On November 5, 1887, a switchman's shanty in the D&H yard burned:

"The alarm of fire near midnight on Saturday was caused by burning of a switchman's shanty in the D. & H. yard." (*The Journal*, November 10, 1887, p. 3)

In the following month, another fire in the Carbondale yard: this time a caboose on Conductor Peel's train in the Erie yard. The caboose and its contents, including overcoats belonging to the trainmen, were destroyed. In *The Journal*, we read:

"The fire alarm early Saturday morning was caused by the burning of a caboose on Conductor Peel's train in the Erie yard. The caboose and its contents, including overcoats &c., belonging to the trainmen, were destroyed, but no further damage done." (*The Journal*, December 22, 1887, p. 3)

William Stimson, an Englishman, while lying across the track in the D&H yard, was run over by a train and killed in March 1888. He was a miner who worked for the Northwest Coal Company. Here are the details from *The Journal* of March 22, 1888:

"Wm. Stimpson, an Englishman, was run over and killed by the cars in the D&H yard here on Saturday evening. He was seen lying across the track by the engineer too late to stop the train before several cars had passed over him. He was a miner in the employ of the Northwest Coal Co., and had drawn his pay that day. He leaves a wife and seven children, who arrived here from the old country last May. He was an industrious, temperate man, and is well spoken of by his fellow workmen." (*The Journal*, March 22, 1888, p. 3)

In 1888, the Carbondale Yard was enlarged, (*The Delaware and Hudson Company Bulletin*, March 15, 1925, p. 15)

In 1889, the Carbondale Yard was enlarged. (*The Delaware and Hudson Company Bulletin*, March 15, 1925, p. 15)

Patrick Fagan, while on his way to work at the transfer coal pockets on October 11, 1889, was run over by the train under which he was crawling. Here are the details on this shocking accident as published in the *Carbondale Leader* of October 11, 1889:

"DEATH UNDER THE CARS. / Patrick Fagan Mangled While on His Way to Work. / Patrick Fagan, an old man working at the transfer coal pockets, met a horrible death this morning about seven o'clock. He was on his way to work and between him and the pockets was a long train of cars. Rather than walk around the train he got down on his hands and knees to crawl

under and had got fairly started when another train bumped into the one under which he was passing. He was an old man, about seventy years of age, and he could not be active enough to escape as a younger person probably might have done, and he was caught by the wheels and so badly mangled that he lived but a few minutes. / His remains were taken to his home on North Railroad street. Mr. Fagan had worked at the pockets for eighteen years and had become so accustomed to danger that he did not exercise the care that would have probably saved his life. Deceased was a brother of the late Capt. Andrew Fagan, and a hard-working, honest man who was respected by all who knew him. He leaves two children, both daughters, one of whom lives in this city, and the other in Philadelphia.” (*Carbondale Leader*, October 11, 1889, p. 4)

On August 19, 1892, Brakeman Lawrence Fitzsimmons, a D&H brakeman in the Carbondale yard, was struck by a caboose. Chances are good that he will survive, as he is a robust man with a strong physique. In the *Carbondale Leader*, we read:

“HIT BY A CABOOSE. / Brakeman Lawrence Fitzsimmons Badly Hurt Today. / Lawrence Fitzsimmons, a Delaware & Hudson brakeman aged twenty-six years and boarding on John Street, was injured in the railroad yard about half past ten o’clock this morning. He was riding on the engine of his train, No. 78, Hugh Finlon, conductor, and near the coal office stepped off to turn a switch, failing to notice that on the next track a short distance behind engine No. 69 was pushing caboose 40 up the road. / Before any warning could be given to him the caboose struck him squarely in the left side knocking him several feet. Several bystanders were at his side in an instant and they carried him to a shaded spot near the scene of the accident while the company’s ambulance was dispatched for. He was taken in this to his boarding place. / Dr. Wheeler made an examination of Fitzsimmons and found the whole left side badly contused and the left hand lacerated. There were no bones broken, which is a mystery to those who saw the blow he received. It is not yet known whether his injuries are very serious. There may be internal injuries or after effects of the shock. The victim is a large, robust man and his strong physique is likely to bring him through all right.” (*Carbondale Leader*, August 10, 1892, p. 4)

From the *1890s Summary*, we learn that “The yard at Carbondale consisted at this time of four or five loaded-car tracks, with a capacity of about 150 cars, and one light-car track, holding about 80 cars.”

In 1895, the Carbondale Yard was enlarged. (*The Delaware and Hudson Company Bulletin*, March 15, 1925, p. 15)

In one of the Gritman scrapbooks in the archives of the Carbondale Historical Society, there is pasted an article, titled “GREAT CHANGES,” which, as far as we are able to determine, was published in the June 8, 1895 issue of the *Carbondale Leader*. Here is that extraordinary article about the extension of the D&H Railroad Yard in 1895:

“GREAT CHANGES. / The Extension of the D. & H. Railroad Yard. / The Old Mill Dam Dried Out and Being Filled With Material for a Road Bed. / The improvements in the Delaware & Hudson railroad yard which were noted in *The Leader* a few weeks ago, are rapidly being made. Since that time much has been accomplished and before the winter sets in tracks will be laid over a level piece of ground which for years and years have been filled with holes and presented an extremely uncultivated appearance. / Two large gangs of men are at work every day in the week including Sunday. One of them is in charge of C. V. Helms of this city and the other in a gang from Green Ridge in charge of John Larnard. A new track has been laid from the coal pockets in the yard and extends to the Morss crossing near the old tannery. It has not been used as yet but is completed. / About two weeks ago the courses of the river which formerly ran close to the railroad was changed and it now runs on the other side in close proximity to the tracks of the Ontario & Western railroad. The old river bed is being filled with ashes and will soon present a level surface. / The old mill dam has been dried out and at present the large force of workmen are loading ashes into cars at the ash pit near the locomotive shop and it is to be dumped into the large cavity. It will take many hundreds of car loads to fill it and also considerable time. / When the entire surface has been leveled, rails will be immediately laid and the new ground used for yard purposes. By this improvement the facilities of the company will be largely increased and owing to the cramped condition of the old yard it was necessary that new ground be secured. Heretofore trainmen have experienced considerable difficulty and annoyance in handling trains, and by this commendable change this trouble will be done away with. / To the visitor the changes made are surprising and has received many complimentary remarks. But few realize the large coal business done monthly by the company and it is apparent that Carbondale has become a railroad center. We can boast of the largest railroad yard in this section of the state.” (Gritman scrapbook, clipping, very possibly from Saturday, June 8, 1895 issue of the *Carbondale Leader*)

On November 24, 1895 the D&H transfer coal pockets in the Carbondale yard were consumed by a fire which was started by an incendiary. The pockets were used for the purpose of transferring coal from the small gravity coal cars to the gondolas. The gravity cars were forced high up on the upper row of tracks and their loads dumped into the pockets which later transferred them to the gondolas on the surface tracks. The output of about six collieries was processed through these transfer pockets. Here is the account, dated November 25, 1895, of this fire from a Scranton newspaper:

“BIG FIRE IN CARBONDALE, / D. & H. TRANSFER COAL POCKETS CONSUMED. / Completely Swept Away by Flames Last Evening, Causing a Loss of \$30,000--Fire was of Incendiary Origin—Unaccountable Delay of the Men in Charge of the Fire Alarm--100 Men Thrown Out of Employment. / Carbondale was last evening startled by one of the most sensational fires that has visited the town in years. At 8 o'clock the transfer coal pockets of the Delaware and Hudson Canal company, a structure over 400 feet in length, were discovered to be

in flames at both ends, the fire evidently having been the work of an incendiary. / THE ALARM GIVEN. / As soon as the fire shot up the engineers controlling engines in the Delaware and Hudson and the Erie yards began tooting their whistles, causing a deafening din. Despite this din and the fact that the flames could be easily seen in all parts of the town, the engineer at No. 28 plane did not blow the town fire alarm until fully thirty minutes had elapsed, during which the fire had gained irresistible headway. / As soon as the alarm was sounded both hose companies hurried to the scene. Carbondale has no fire engines, being able to secure a heavy water pressure from the surrounding mountains. So hose companies are sufficient. The Mitchell company met with an accident while on the run and had to return and secure another hose cart. / DELAY IN MAKING CONNECTIONS. / When the firemen finally reached the scene of the big blaze they found that the thread on the fire plugs of the yard not standard, and there was a long delay in making connections. When all the difficulties had been met and conquered, it was seen that the fire was a roarer, causing a spectacle of unequalled grandeur, the flames shooting far up into the sky and making the surrounding territory light as day. All of Carbondale turned out to see the fire which could not be checked until the coal pockets were a smoking ruin. / The transfer pockets sat high in the air with a covered sheet iron roof and were open at both ends causing a draft that sent the fire through the structure like a whirlwind. The pockets were used for the purpose of transferring coal from the small gravity coal cars to the gondolas. The gravity cars were forced high up on the upper row of tracks and their loads dumped into the pockets which later transferred them to the gondolas on the surface tracks [emphasis added]. In these pockets were an immense mass of coal. The gondola cars were removed by the switch engine, but about 20 gravity cars that were in the doomed structure, were consumed with the building and hundreds of tons of coal, the latter making a hot blaze that will burn for some time yet. The loss is said to be \$30,000. It is thought that there is some insurance but no one could be found who was positive as to that. /RAILWAY TRACKS BLOCKED. / When the sheet iron roof of the burning structure collapsed it fell across the main tracks of the Delaware and Hudson company, blocking traffic. It may be that the road, by making use of side tracks, will be able to continue its passenger trains this morning, but there will be little freight and coal moved on that line to-day. The work of clearing away the wreckage was begun last night but as there is only a limited supply of water to be had, it will be well on toward evening today before the tracks will be clear. / ONE HUNDRED MEN OUT OF WORK. / One hundred men who were employed about the pockets will be thrown out of employment. It will require longer than a month to replace the burned pockets during which the Delaware and Hudson company will have to devise some other means to transfer coal from gravity to gondola cars. The gravity cars have been handling the out-put of about six collieries which may suspend operations for a few days to permit of some new methods for the transferring of coal to be originated and arranged for." (clipping dated Scranton, Pa., November 25, 1895, in one of the Gritman scrapbooks)

In February 1899, there was a rumor around town that the D&H was about to build a rail yard in the area of the Lookout. In the *Carbondale Leader* of February 6, 1899, we read:

“D. & H. PURCHASES. / The Company Acquiring Property on the South Side. / The D. & H. Coal company have purchased the house occupied and owned by Thomas Quinn at Bushwick. Mr. Quinn intends to build a new residence on Powderly street in the near future. /It is the rumor that the D. &H. intend to buy the land around the Lookout and convert it into a yard. . .”
(*Carbondale Leader*, February 6, 1899, p.6)

In October 1899, there was another rumor around town (1) that the D&H was about to build a short route to Honesdale for all coal south of Jermyn by using the old Gravity road just east of Jermyn, and (2) that the D&H was about to build a rail yard between Jermyn and Carbondale. In the *Carbondale Leader* of October 31, 1899, we read:

“NEW D. & H. MOVEMENTS. / . . . Another Railroad Yard . / A NEW YARD./ A resident of Jermyn says:--The old gravity road just east of that town that has not been used for some time will soon be in operation. The track is being widened to the standard gauge, and it is said that within a short time coal will be hauled over it. Rumor has it that the Delaware & Hudson intends to make it a short route to Honesdale for all coal south of Jermyn. By going up the old gravity road and connecting with the Honesdale branch at Bushwick and thence to Honesdale about five miles is saved. At present all coal going to Honesdale must go first to the Carbondale yard. It is also rumored that there will be a railroad yard somewhere between that town and Carbondale.”
(*Carbondale Leader*, October 31, 1899, p. 2)

1905

In 1905 a D&H Fire Department was established to protect company property, which included, to be sure, the Carbondale yard (see the account of the burning of the D&H transfer pockets on pp. 67-68). In the *Carbondale Leader* of January 19, 1905 we read:

"A D. & H. FIRE DEPARTMENT / Ralph Blair Appointed Chief of the New Force in This City. / The Delaware & Hudson company, under the direction of division foreman Ross Kells, have organized a fire department, consisting of some of the most energetic men in their employment. The duties of the new fire brigade will be to protect the company's property in time of danger from flames. Ralph Blair has been appointed chief, and he will inspect all hydrants and hose and fire extinguishers that are placed in the shops and exercise all rights in directing the men as head of the department." (*Carbondale Leader*, January 19, 1905)

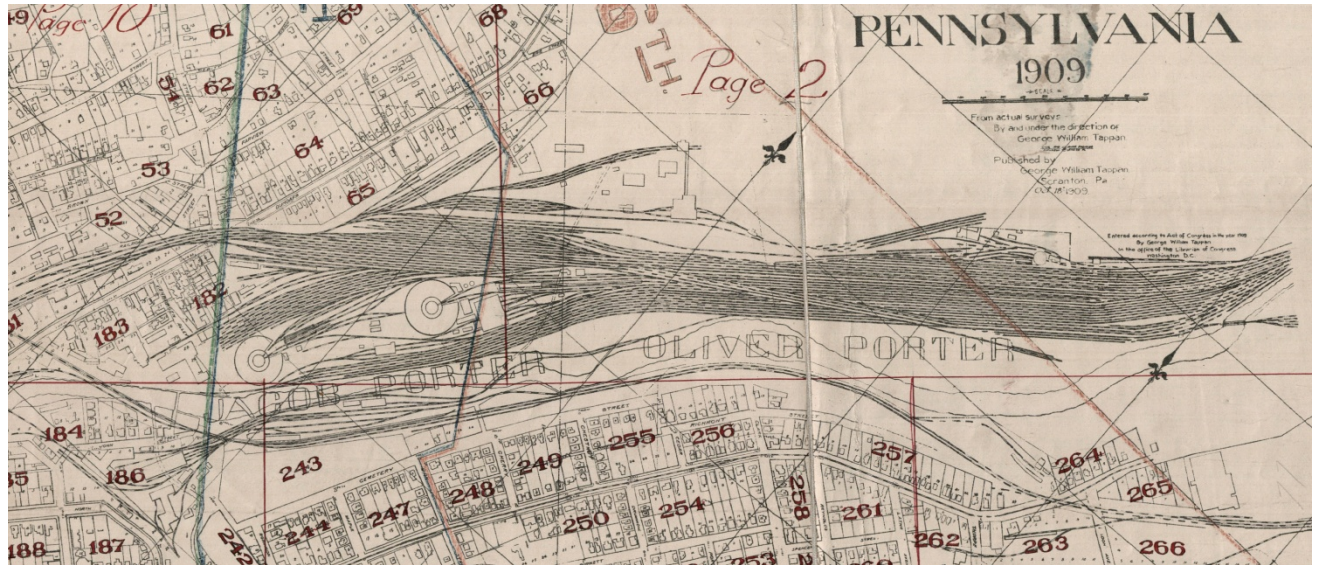
On February 1, 1908, a D&H Police Department was established by Captain O. A. Rothrock to protect company property, which included, to be sure, the Carbondale yard. The photograph given below, *Police Department of the Delaware and Hudson Lines*, is in the collection of the Carbondale Historical Society.



1909

Given on the following page is the whole D&H Carbondale Yard, 1909, as shown on *Map of the City of Carbondale Lackawanna County Pennsylvania 1909 From Actual Surveys By and Under the Direction of George William Tappan*. Published by George William Tappan, Scranton, PA, October 18, 1909:

One could not hope for a better map of the Carbondale Yard in 1909 than the one given here.



Carbondale D&H Yard, 1909 Tappan Map

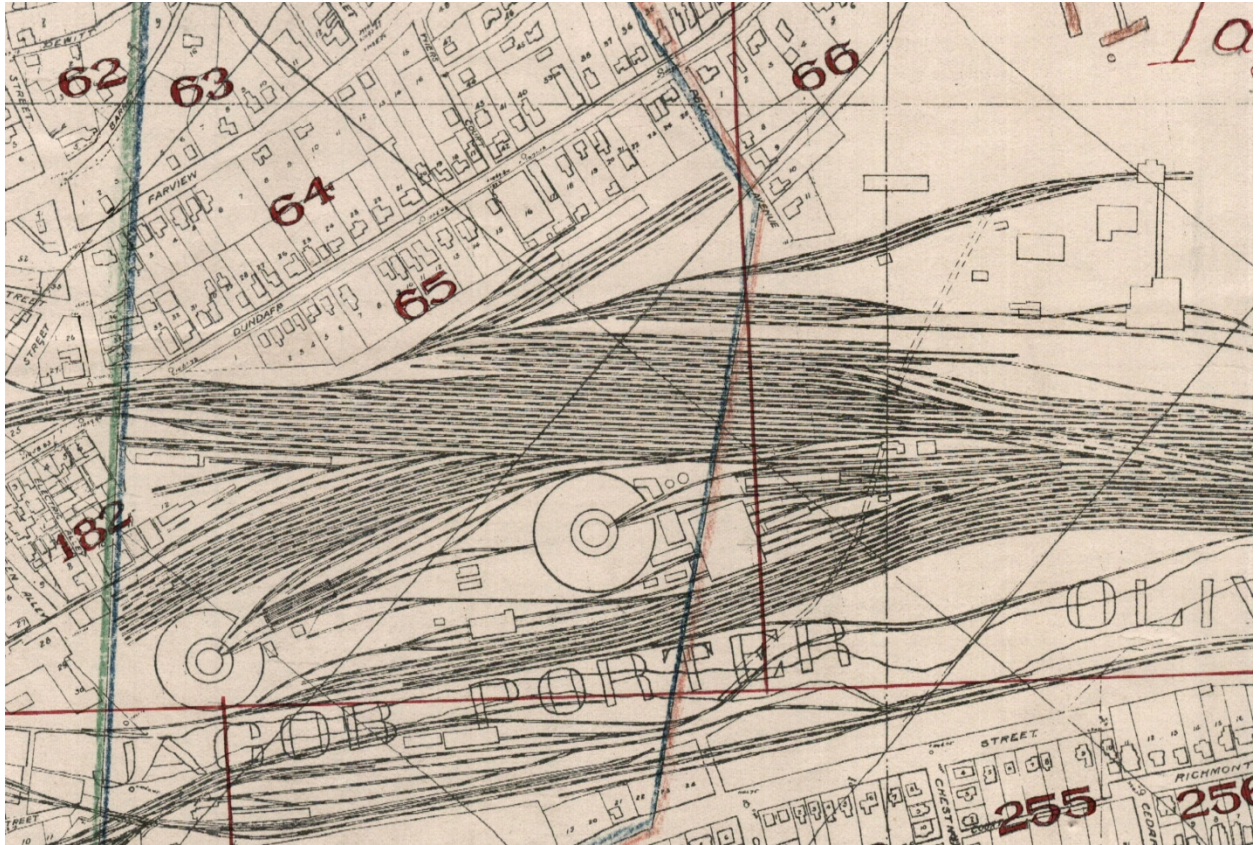
South end of Carbondale Yard from that same Tappan 1909 map:

The precise nature of this map is such that one can count the number of tracks in the yard at the time. Three cheers for George William Tappan!



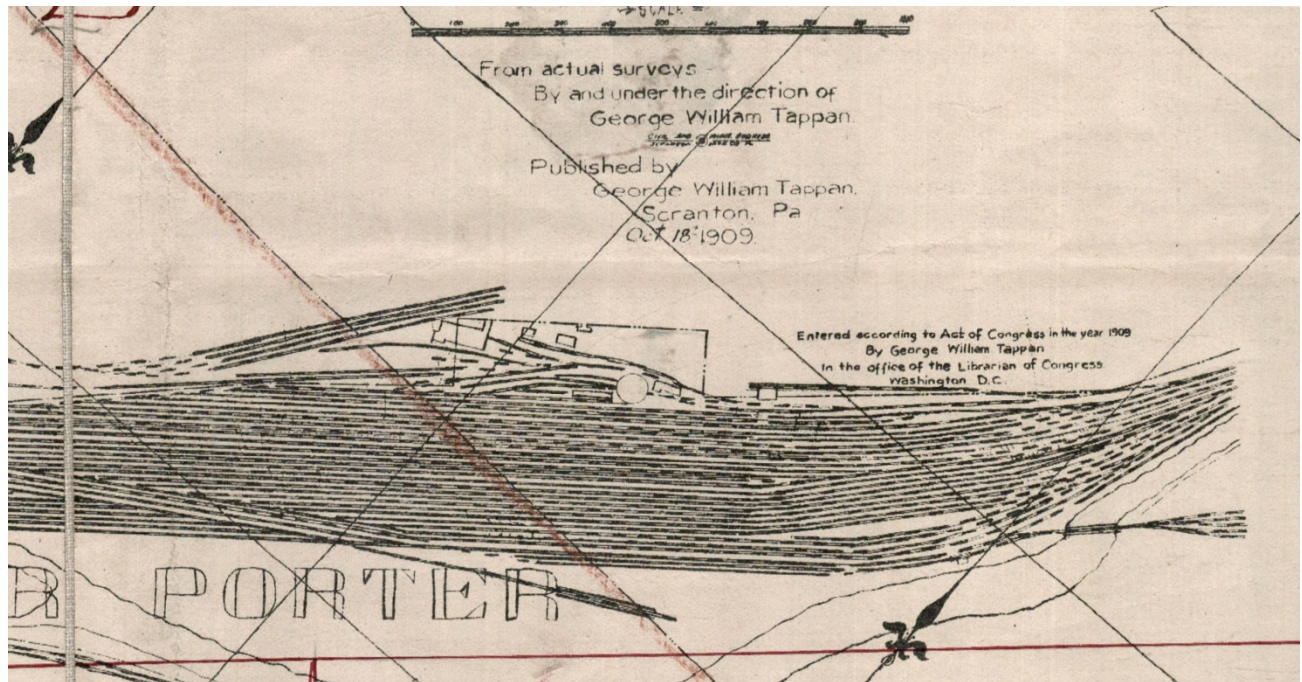
South End of Carbondale D&H Yard, 1909 Tappan Map

Central section of the D&H Carbondale Yard, as shown on the 1909 Tappan map:



Central Section of Carbondale D&H Yard, 1909 Tappan Map

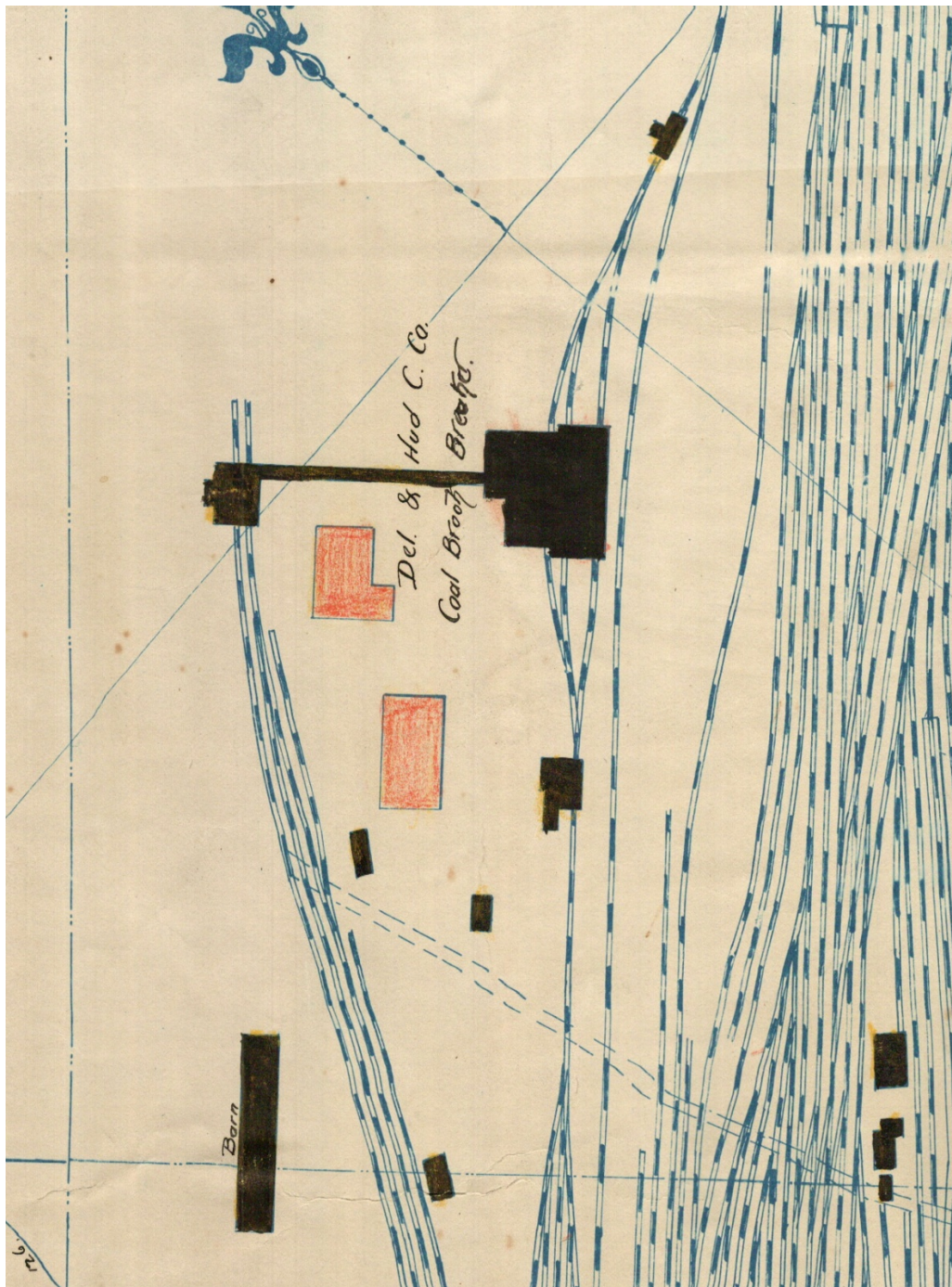
North end of D&H Carbondale Yard, as shown on the 1909 Tappan map:



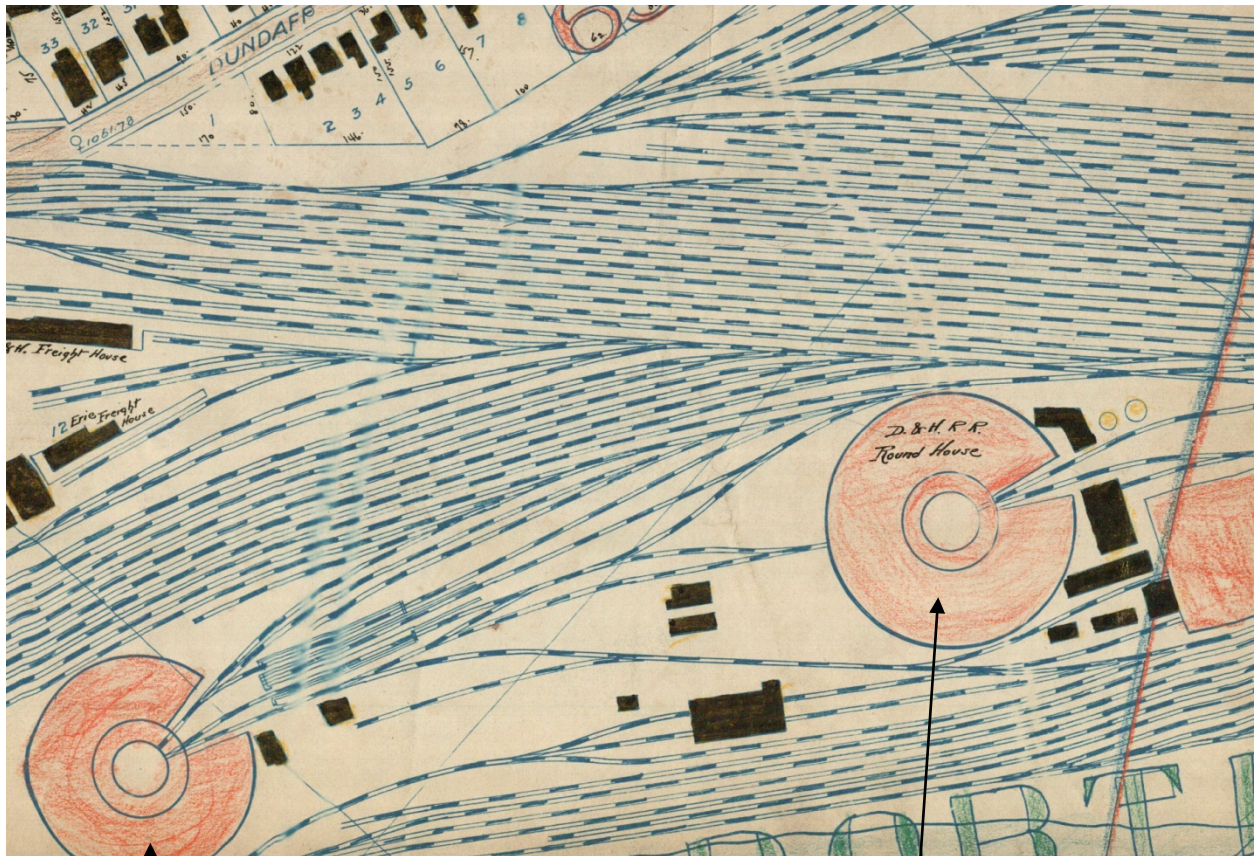
North End of Carbondale D&H Yard, 1909 Tappan Map

Details of 1909 Carbondale D&H Yard from the Tappan maps:

1. Coal Brook Breaker



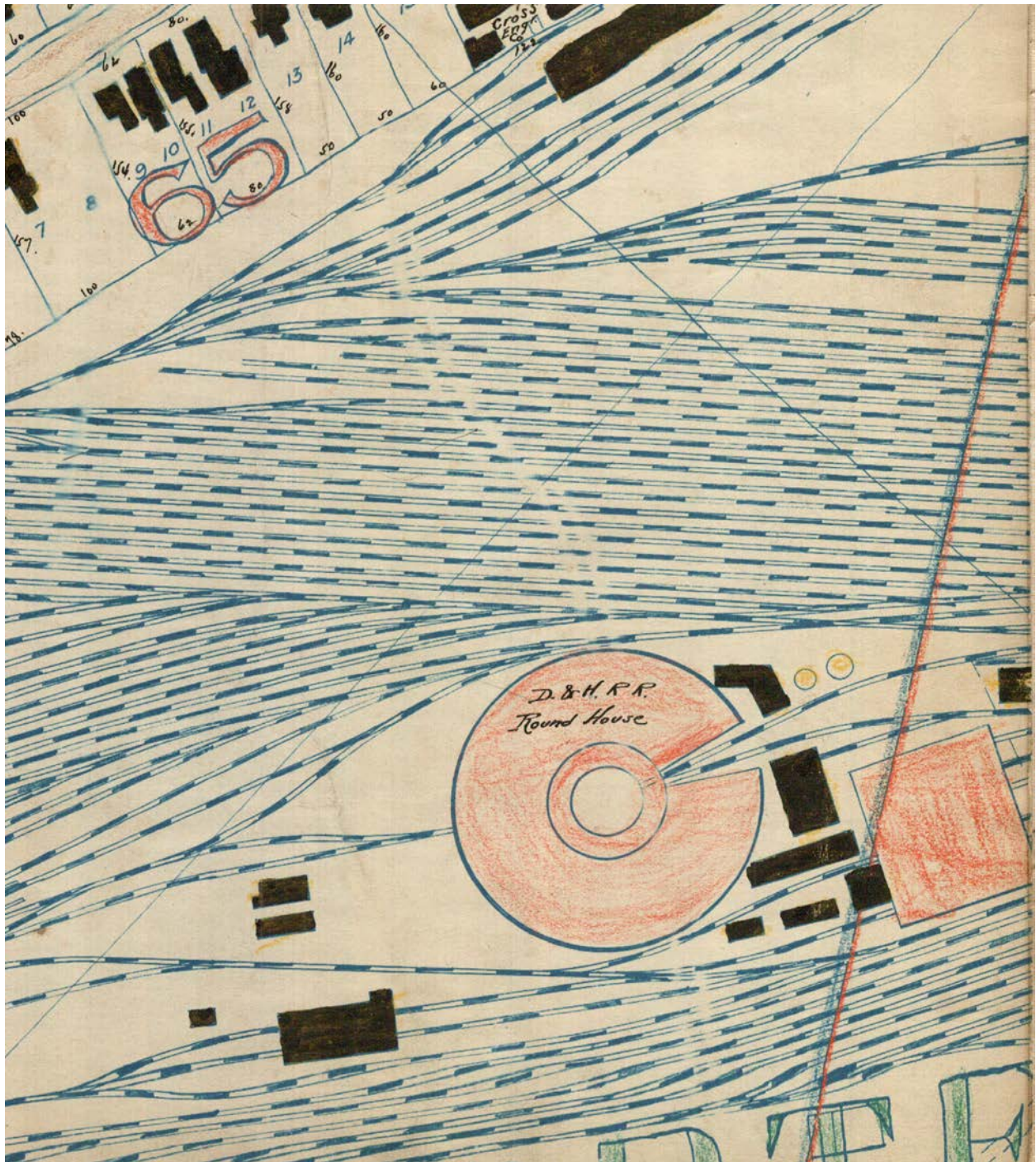
2. Upper and Lower Roundhouses



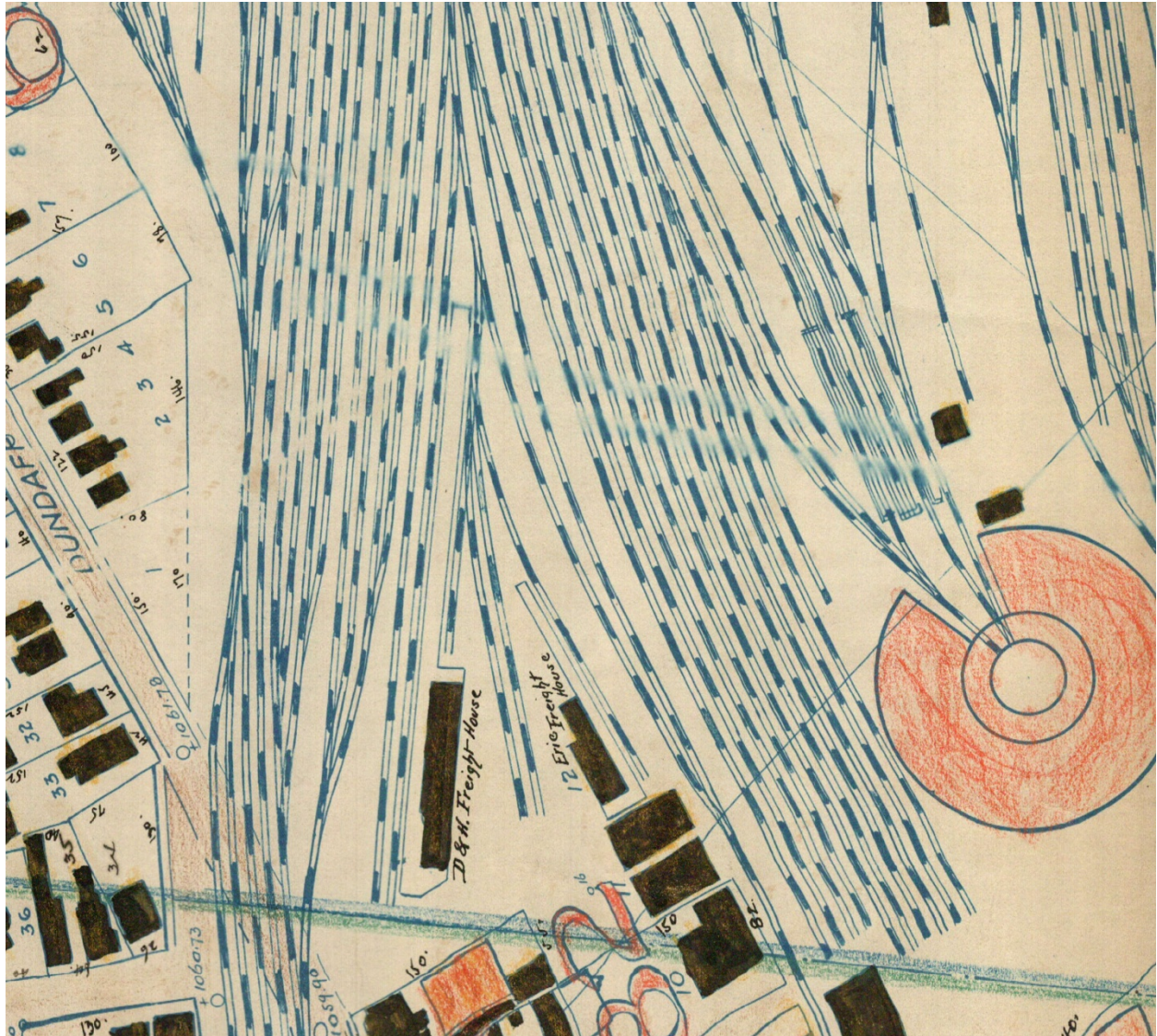
Lower
roundhouse,
Carbondale,
1909

Upper roundhouse,
Carbondale, 1909

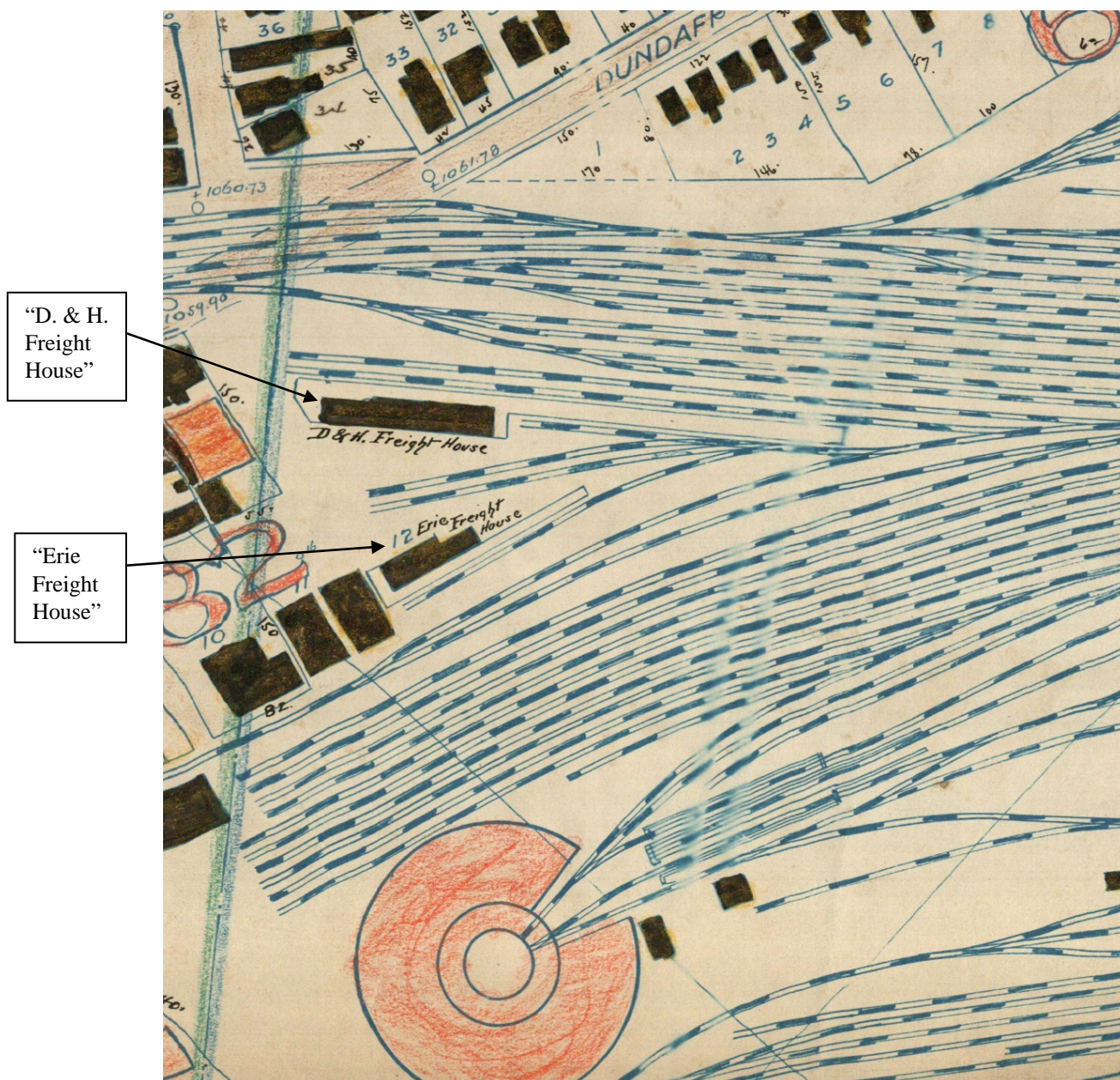
3. Upper Roundhouse



4. Lower Roundhouse

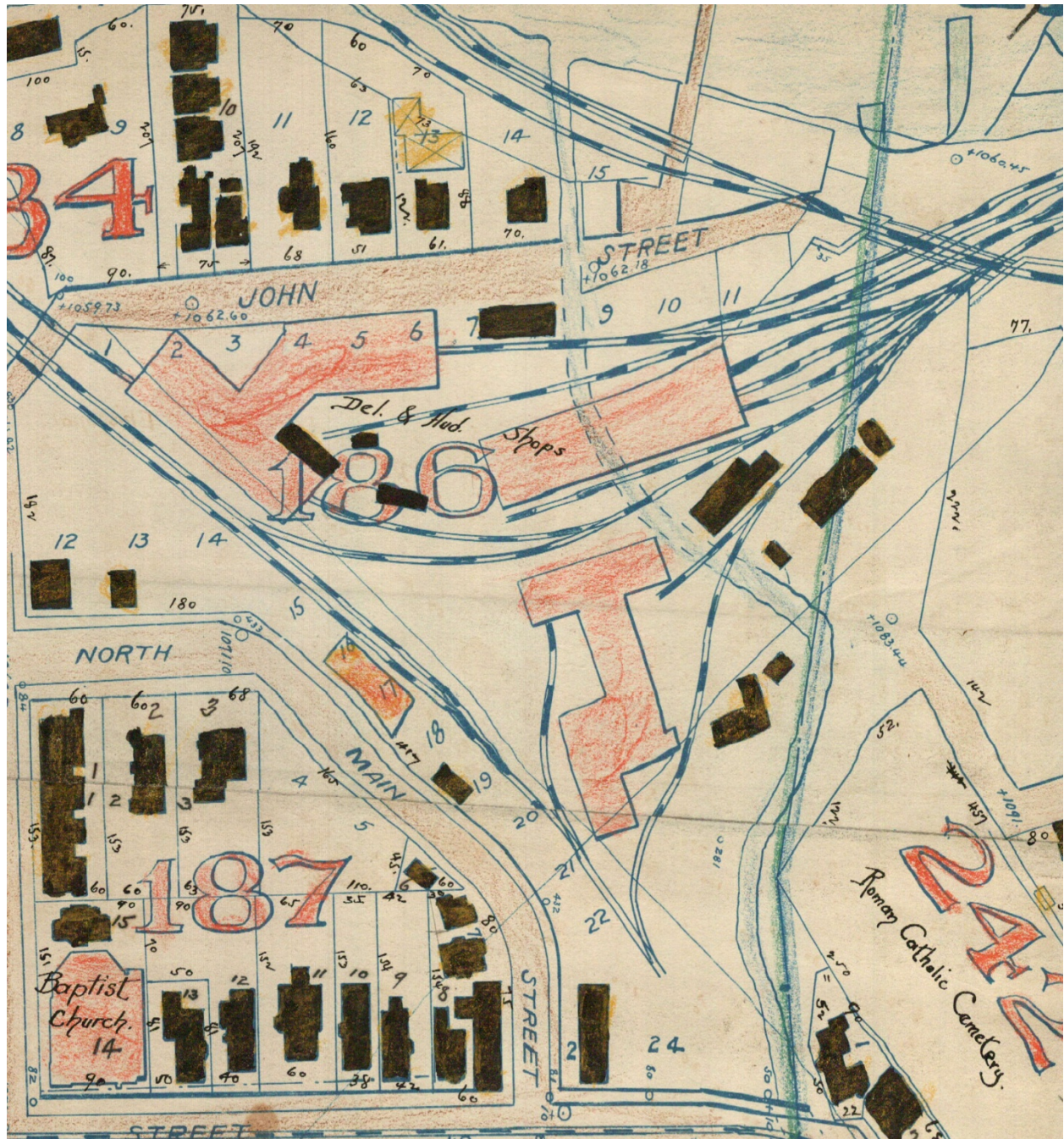


Both the Erie Freight House and the D. & H. Freight House are shown on the detail given above from the *Map of the City of Carbondale Lackawanna County, Pennsylvania 1909, From Actual Surveys By and Under the Direction of George William Tappan, Scranton PA, October 18, 1909.*



5. Gravity Shops area

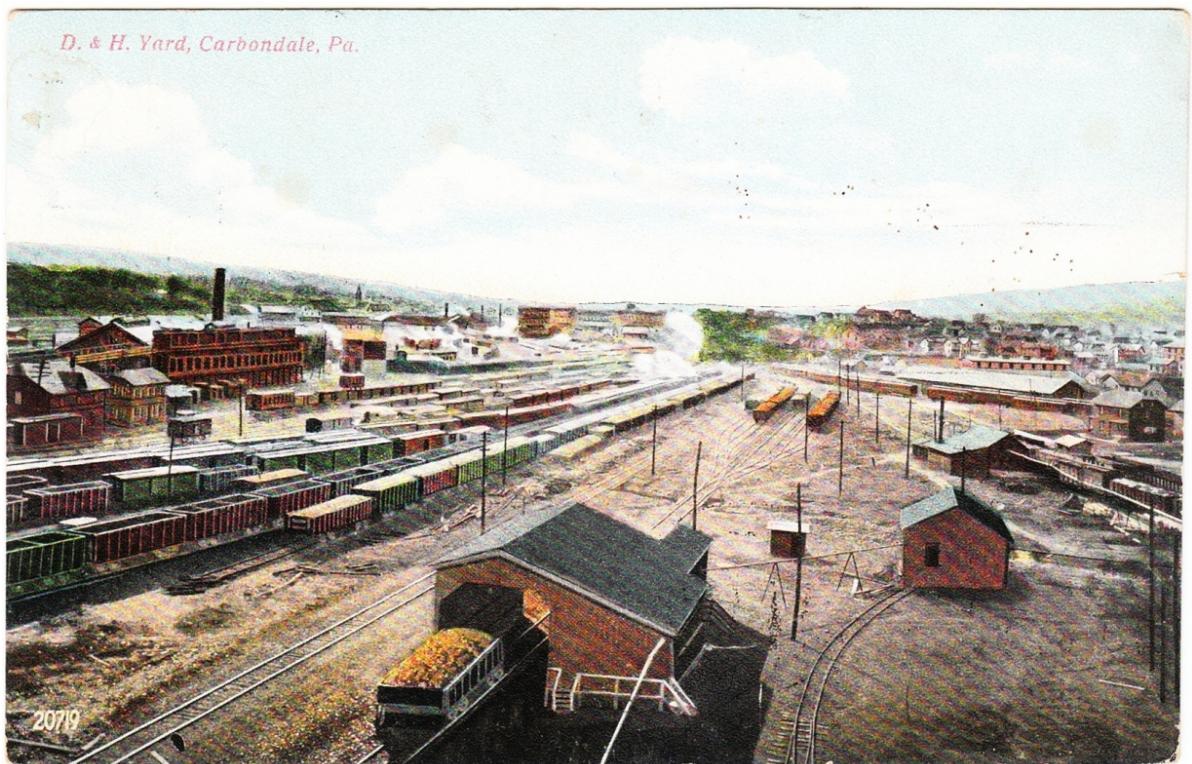
This surely must be the best map ever drawn that shows the tracks to the Gravity Shops from the D&H Yard.



"D & H Yard, Carbondale, Pa." is printed in the upper left corner of this post card view of the Carbondale Yard, 1909. Post card in the collection of the Carbondale D&H Transportation Museum.



Colorized version of the 1909 post card given above. Post card in the collection of the Carbondale Historical Society.

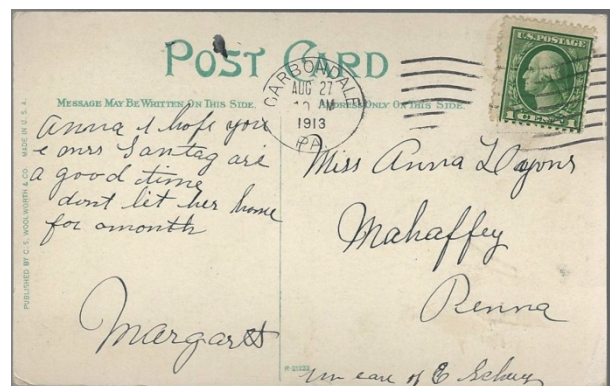


1912



"D&H Employees Light Yard, CARBONDALE, PA Feb. 24 [19]12." Fifth from the left in the front row is William Coon (identified by his daughter, Claire Walker, on September 19, 1992). Photo in the collection of the Carbondale D&H Transportation Museum. These men coupled and uncoupled cars, threw switches, and some performed light repairs to freight cars.

1913



"D. & H. R. R. Yard and Coal Storage," post card mailed from Carbondale, PA on August 27, 1913. This post card view of the Carbondale Yard was offered for sale on E-Bay on August 22, 2016. Note that in this pre-1914/1917 view of the Carbondale Yard that the Lackawanna River had not yet been moved to the East side of the yard. Thanks to John V. Buberniak for bringing to our attention this post card.

1914-1917

In the period 1914-1917, the Carbondale Yard was enlarged and re-arranged. This was the configuration of the yard up to 1925, and perhaps after. The modifications in 1914-1917 were many:

- the channel of the Lackawanna river was re-located
- a large section of the hill lying to the west of the former yard was leveled
- the old Erie yard was removed
- the Simpson viaduct was constructed
- the new main tracks at the east side of the yard were opened to traffic in October 1917

The following description of the enlargement of the Carbondale Yard is given in *The Delaware and Hudson Company Bulletin*, March 15, 1925, p. 15):

"During the period of 1914-17, it was again enlarged and re-arranged in its present layout [1925]. The changes necessary involved the re-location of the channel of the Lackawanna river, the leveling of a large section of hill lying to the west of the former yard, and the removal of the old Erie yard. The Simpson viaduct, eliminating a grade crossing, was built as a part of this program and in October, 1917, the new main tracks at the east side of the yard were opened to traffic." (*The Delaware and Hudson Company Bulletin*, March 15, 1925, p. 15)

The following interesting facts about the Carbondale Yard (Dundaff Street to a point just north of the Simpson Viaduct) were published in *The Delaware and Hudson Company Bulletin*, March 15, 1925, p. 15:

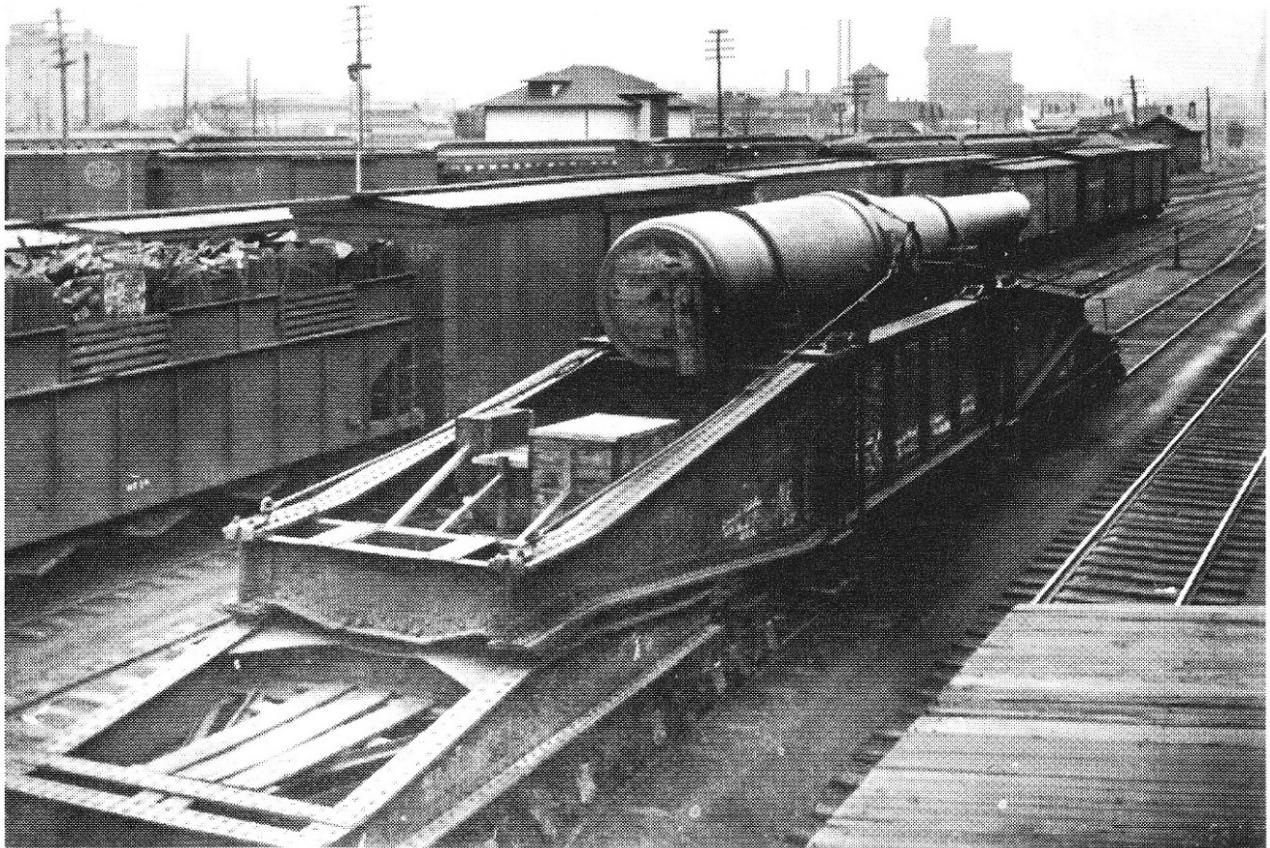
- the Carbondale yard was 7,200 feet long
- in the yard, there were 6.6 miles of main track; with 50.1 miles of additional track for 3,139 cars (an increase of 49.48 per cent over its former capacity)
- The grade in the yard: 0.56 (at south end) to 1.39 (at north end)

Here is the text in which are reported those facts:

"Although generally the yard is considered as beginning at the passenger station, or Eighth avenue, it actually extends north from Dundaff street, which thoroughfare was spanned by a modern viaduct during 1924 [Viaduct built in 1923], where the 'spread' of tracks begins, to a point just north of the Simpson viaduct and has an extreme length of 7,200 feet. Including 6.6 miles of main track, there are approximately 50.1 miles of track with a capacity of approximately 3,139 cars, an increase of 49.48 per cent over its former capacity. The grade varies from 1.39 per cent at the north end to 0.56 per cent at the south end, descending in a southerly direction. Advantage of these grades was taken in laying out the yard in order [to] provide simple and economical operation." (*The Delaware and Hudson Company Bulletin*, March 15, 1925, p. 15)

World War I era

An original print of the photograph shown below is in the collection of the Carbondale Historical Society. This World War I era photograph of a rail car on which is mounted a coastal defense gun, was taken in the Carbondale yard. The gun was passing through the Carbondale yard en route to the Pennsylvania Railroad interchange in Wilkes-Barre. This same photo is also reproduced in the March 2015 issue of the *Bridge Line Historical Society Bulletin* on page 25. From the caption on the photo there, we learn that this gun might well be the Watervliet Arsenal 16-inch gun mentioned by Bill Mischler in his article in the December 2014 *BLHS Bulletin*.



World War I Coastal Defense Gun on Railcar in Carbondale D&H Yard

1920s

Maurice Blocksidge

The photograph given below (copy in the archives of the Carbondale D&H Transportation Museum) was published in the January 2015 issue (p. 17) of the *Bridge Line Historical Society Bulletin*, with the following caption: "D&H office and shops workers pose in front of a shops building on the Penn Div. (Carbondale?). D&H photo, ca. 1920s. Collection of Jim Bachorz."



"D&H office and shops workers pose in front of a shops building on the Penn Div. (Carbondale?). D&H photo, ca. 1920s. Collection of Jim Bachorz."

The present author contacted the BLHS, via e-mail, with the following message, which was published (p. 4) in the April 2015 issue of the *BLHS Newsletter*:

Some interesting items
from the Carbondale Hist. Soc.

The photo at the bottom of page 17 in the BLHS *Bulletin* for January 2015 was taken in Carbondale, Pa., at the north end of the office section of the D&H round-house.

We have an original print of the photo in the archives of the Carbondale D&H Transportation Museum. All of the people in the photo are identified in a caption that came with the photo when it was donated to us. The photo, we believe, was taken at the time of the retirement of Morris Elwin Blocksidge, who was the D&H Master Car Painter / Foreman of the D&H Paint Shop in Carbondale. He is the guy in the middle of the three men on the step in the front row. He was born in 1883 and died in 1949.

The Carbondale Historical Society has published six D&H DVDs in recent months. One is called "Alco Thunder Returns to Carbondale", and contains videos of former D&H Alco engines now part of the Delaware-Lackawanna fleet in service in Carbondale. The other five DVDs are a comprehensive and very detailed history of the Delaware and Hudson Canal Company's Gravity Railroad in the nineteenth century. Those DVDs contain about 2,000 pages, with lots of photos and maps.

Additional information on these six DVDs can be found on the web at carbondalehistorical.org.

This photograph is believed to have been taken at the time of the retirement of Maurice Elwin Blocksidge, who is seen in the front row of this photograph (standing on the bottom step, in the middle). Photo in the collection of the Carbondale Historical Society.



Top row - W.Connolly, C.Tomaine, F.Redding, Lena McGowan, Jas. McCabe, Alberta B. Enright, J.J.Brennan, Jas.Walker, Louise Smith, Ann Morgan, Wm. Seibert, Betty Kennedy.
2nd row - Vincent Kilcullen, Wm. Farrell, Arnold Quinney, Marty Deegan
3rd row - Gerald Walker, Tom Rouland, Bernard Hogan, Joe Kiefer, Russ Ward, Warren Smith, Red Smith, Art Meyers, ? Castor, Frank Finnegan, Chuff Carroll, W.B.Woollever, Wm. O'Neil, Mike Lynady, Wm. Cook, Jim Banks, R.J.Pomeroy, Pat Horan, Frank Scalzo, Tommy Ryan, T.M.Murphy, Fred Mitchell, James Gethins
4th row - Sidney Philpot, Maurice Blocksidge, Larry Hirl

Published in the same issue of the *BLHS Newsletter* (April 2015, p. 4) is the following photograph, in the archives of the Carbondale D&H Transportation Museum, that was sent to the BLHS, at their request (the editor of the *BLHS Newsletter* saw it on the CHS&M webpage and asked to publish it in the *BLHS Newsletter*), with the following caption: "The D&H's Carbondale, Pa. yard, looking north, with Coal Brook Colliery at the left rear. D&H photo, courtesy Carbondale Historical Society."



Carbondale D&H Yard and Coal Brook Colliery

This photograph of the Carbondale Yard and the Coal Brook Colliery (together with a number of rare and wonderful railroad and Carbondale-related photographs that had belonged to Andrew A. Collier) was donated to the Carbondale Historical Society in April 2012 by William A. Collier (Somerset, NJ) in memory of his father, Andrew A. Collier, who worked in the Coal Brook Colliery of the Hudson Coal Company in Carbondale, circa 1917-1931. Andrew A. Collier's father, Charles J. Kollier*, who died in Carbondale in 1915, worked on passenger cars for the D&H in the early 1900s. The Collier family lived at 40 Forty-Second Street. William A. Collier also became a "Friend of D&H Caboose No. 35964" at the same time.

* There is a Charles J. Collier in the machinist list, dated December 15, 1944, for the Carbondale Roundhouse. The Charles J. Kollier mentioned above died in 1915. The Charles J. Collier in the machinist list in Volume XIV was still alive on December 15, 1944, his seniority in the Motive Power Department dating from February 15, 1927. The Charles J. Collier who was alive and well in 1944 is probably related to the Charles J. Kollier who died in 1915, but the exact relationship is not yet known.

Here is a photograph of Andrew A. Collier, shown on a fishing expedition. This photograph was donated to the Carbondale Historical Society in April 2012 by William A. Collier, son of Andrew A. Collier.



Andrew A. Collier

(November 14, 1899--July 11, 1968)

1923

In 1923 the Dundaff Street Viaduct was installed over the D&H tracks at the south end of the Carbondale D&H yard. About the Carbondale D&H yard, we read the following in the March 15, 1925 issue of *The Delaware and Hudson Company Bulletin*:

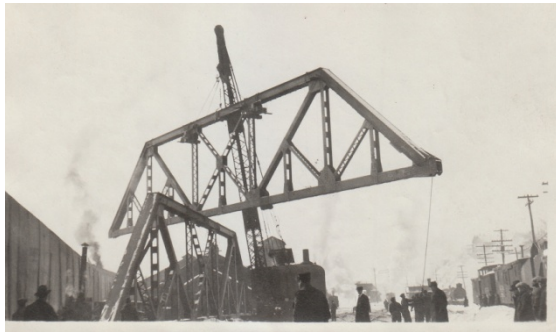
"Although generally the yard is considered as beginning at the passenger station, or Eighth avenue, it actually extends north from Dundaff street, which thoroughfare was spanned by a modern viaduct during 1924 [the dated photographs given below support the argument that the Viaduct was completed in 1923], where the 'spread' of tracks begins, to a point just north of the Simpson viaduct and has an extreme length of 7,200 feet. Including 6.6 miles of main track, there are approximately 50.1 miles of track with a capacity of approximately 3,139 cars, an increase of 49.48 per cent over its former capacity. The grade varies from 1.39 per cent at the north end to 0.56 per cent at the south end, descending in a southerly direction. Advantage of these grades was taken in laying out the yard in order [to] provide simple and economical operation." (*The Delaware and Hudson Company Bulletin*, March 15, 1925, p. 15)

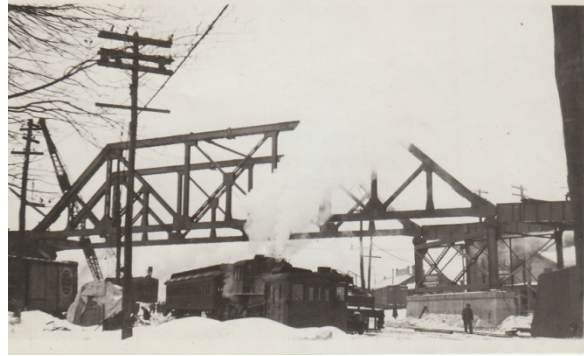
Installing the Dundaff Street Viaduct in 1923:

Here are five photographs, from a family photograph album and probably all taken by the same person, in the collection of the Carbondale D&H Transportation Museum, of the installation of the Dundaff Street Viaduct at the south end of the Carbondale D&H Yard in 1923:



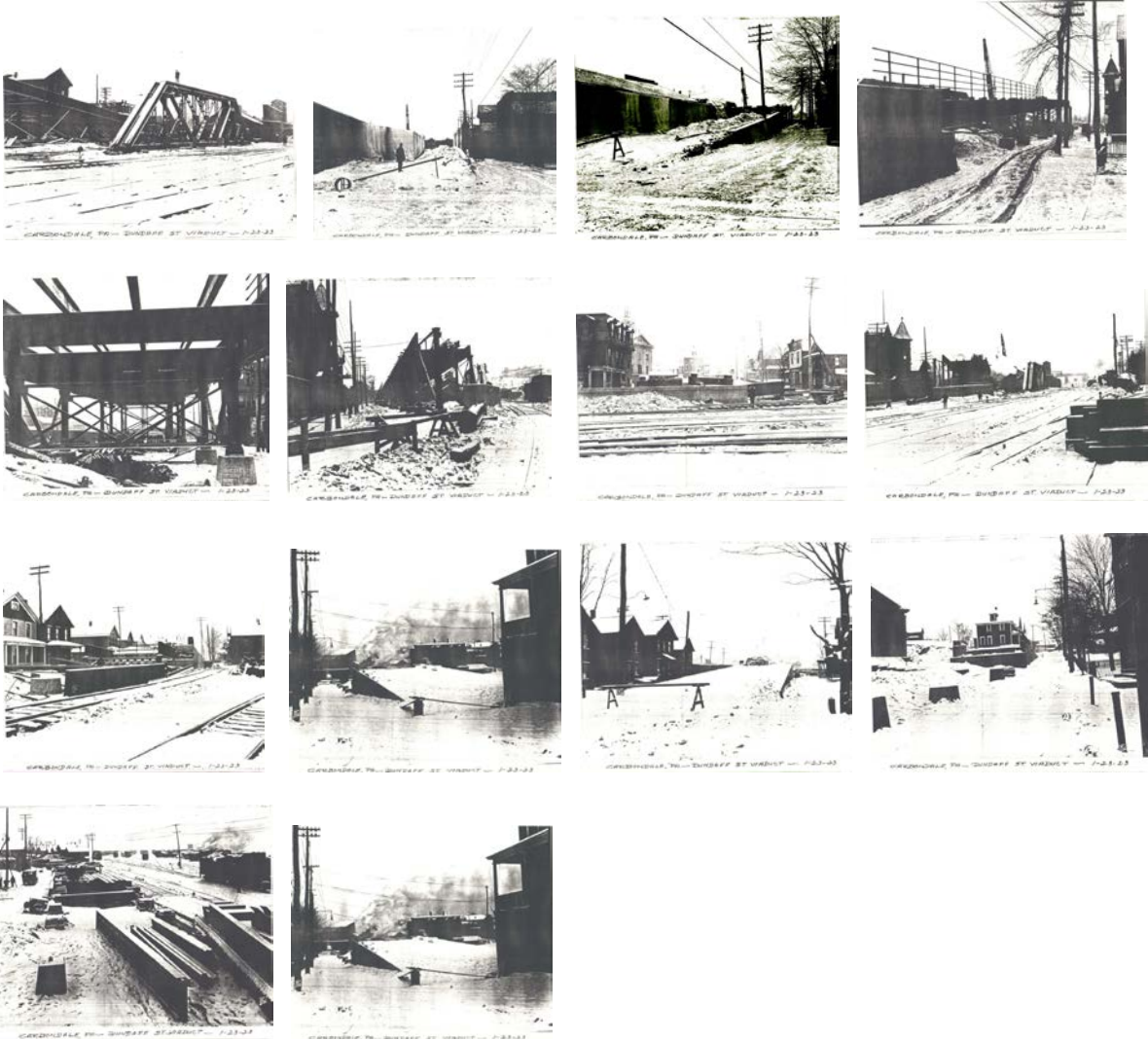
Here are fourteen additional photographs, possibly taken by the D&H, all in the collection of the Carbondale Historical Society, of the Dundaff Street Viaduct installation in 1923:







Xerox copies of photos dated 01-23-23 in the collection of the Carbondale Historical Society of the construction of the Dundaff Street Viaduct:



Xerox copies of photos dated 02-28-23 in the collection of the Carbondale Historical Society of the construction of the Dundaff Street Viaduct:



Xerox copies of photos dated 03-28-23 in the collection of the Carbondale Historical Society of the construction of the Dundaff Street Viaduct:



CARBONDALE, TN - DUNDAFF ST. VIADUCT - 3-28-23



CARBONDALE, TN - DUNDAFF ST. VIADUCT - 3-28-23



CARBONDALE, TN - DUNDAFF ST. VIADUCT - 3-28-23



CARBONDALE, TN - DUNDAFF ST. VIADUCT - 3-28-23



CARBONDALE, TN - DUNDAFF ST. VIADUCT - 3-28-23



CARBONDALE, TN - DUNDAFF ST. VIADUCT - 3-28-23



CARBONDALE, TN - DUNDAFF ST. VIADUCT - 3-28-23



CARBONDALE, TN - DUNDAFF ST. VIADUCT - 3-28-23



CARBONDALE, TN - DUNDAFF ST. VIADUCT - 3-28-23



CARBONDALE, TN - DUNDAFF ST. VIADUCT - 3-28-23



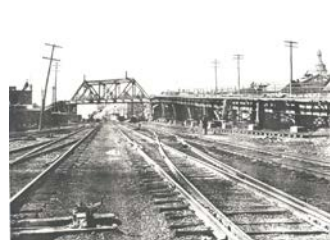
CARBONDALE, TN - DUNDAFF ST. VIADUCT - 3-28-23



CARBONDALE, TN - DUNDAFF ST. VIADUCT - 3-28-23



CARBONDALE, TN - DUNDAFF ST. VIADUCT - 3-28-23

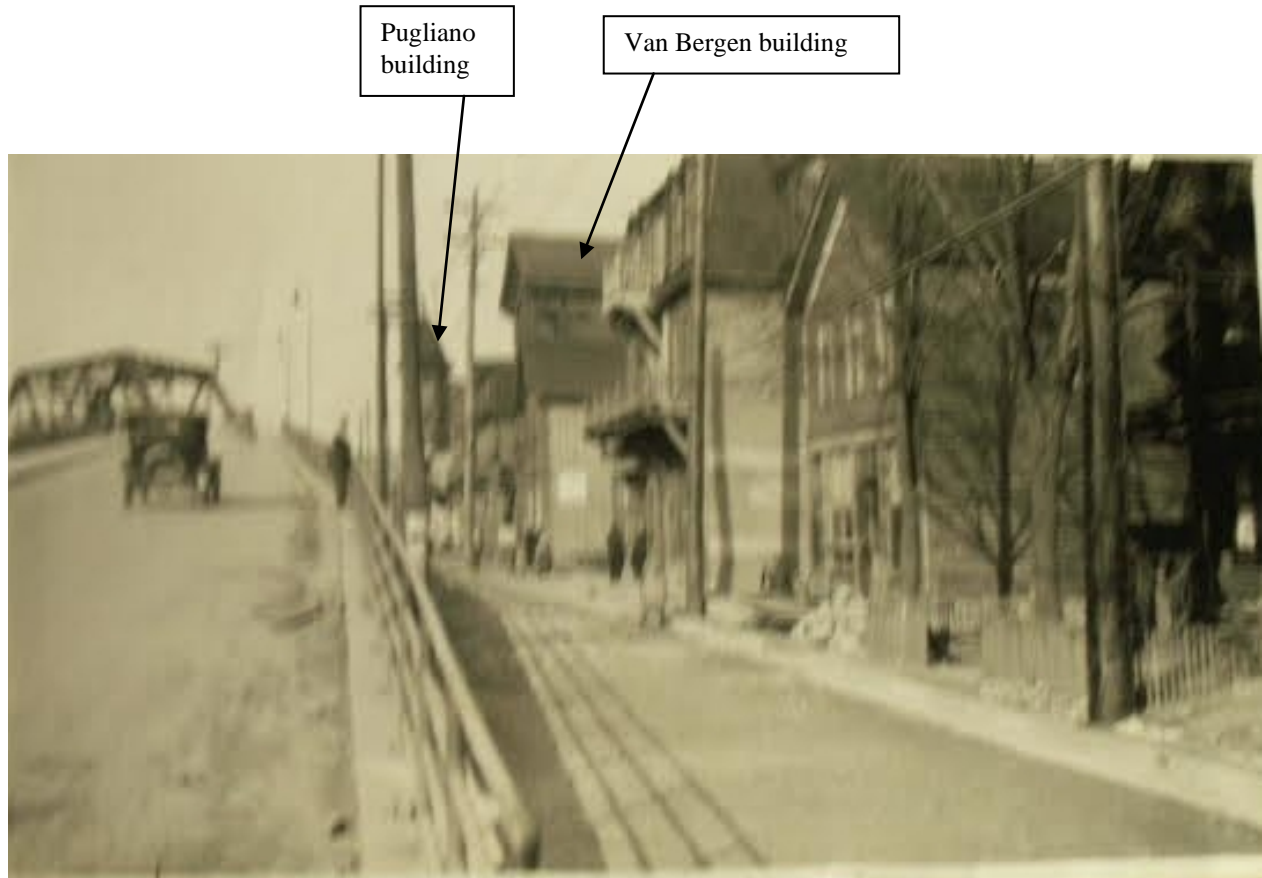


CARBONDALE, TN - DUNDAFF ST. VIADUCT - 3-28-23

Xerox copies of photos dated 05-15-23 in the collection of the Carbondale Historical Society of the construction of the Dundaff Street Viaduct:



The photograph given below shows the south entrance ramp to the Carbondale Viaduct. The Van Bergen Building and the Pugliano Building, both still standing, can be seen in this photograph, which was made available to the Carbondale Historical Society, courtesy of John V. Buberniak, on November 16, 2015.



South Ramp, Dundaff Street Viaduct

Proposed Viaduct over D&H Tracks at Eighth Avenue (Pidgeon's Crossing)

In the late 1880s and 1890s, the Eighth Avenue crossing of the D&H Valley Road in Carbondale was known as Pidgeon's Crossing, the Pidgeon family owning property and residing in that area.

That we know from an article in the November 11, 1886 issue of *The Journal* (p. 3) about the installation of thirty new street lamps in Carbondale. From that article we learn that one was to be installed at "Seventh street, at Lindsay & Early's foundry and D. & H. locomotive railroad crossing"; another at "Brooklyn road, at railroad crossing at Pidgeon's."

Here are three news items about members of the Pidgeon family and/or Pidgeon's Crossing:

1. Patrick Pidgeon was an extra conductor on the D&H road and was killed in an accident in the Carbondale D&H yard on March 14, 1890:

"PATRICK PIDGEON KILLED. / Ran Over by the Cars in the Yard This Afternoon. / Patrick Pidgeon, an extra conductor on the D. & H. road was killed almost instantly this afternoon in the company's yard in this city. His body was run over and badly mangled. Further particulars could not be learned before the hour of going to press." (*Carbondale Leader*, March 14, 1890, p. 4)

2. When Mrs. Dennis Barrett of Canaan Street fell through a bridge near Pidgeon's Crossing on November 7, 1890, she was taken to the home of Mrs. John Pidgeon near Pidgeon's Crossing:

"FELL THROUGH A BRIDGE. / Mrs. Barrett Falls Fifteen Feet and Is Badly Injured. / Mrs. Dennis Barrett, of Canaan Street, met with a serious accident last evening. She had been visiting friends on the West Side and shortly after seven o'clock started for home and taking the beaten path along the valley railroad track she proceeded safely until the bridge over the gravity track was reached. Mrs. Barrett was walking between the tracks and walked directly between the two bridges falling to the gravity road fifteen feet below. Her cries attracted the attention of some men who were en route for town and they hurried to her assistance. She was taken to the home of Mrs. John Pidgeon and later removed to her home on Canaan street." (*Carbondale Leader*, November 8, 1890, p. 4)

3. On the morning of October 7, 1899, an early morning train struck and killed a heifer on the bridge near Pidgeon's Crossing:

"STRUCK A COW. / Early Morning Train Kills a Heifer Near Pidgeon's Crossing. / About two o'clock this morning several of the residents near Pidgeon's crossing heard a cow bellowing as if in distress, and several poked their heads out of windows to see what the trouble was. Thomas Mooney, got up and dressed and taking his mining lamp started to investigate. Going upon the railroad bridge, he found a yearling heifer that had fallen through and seemed to be in

distress. He could not get the animal out alone, and if he could have done so he did not have time, for a passenger train was approaching. He went down the track and attempted to stop the train, but to no avail. The engine struck the heifer knocking her off the bridge to the ground below, killing her instantly. The ownership of the animal is unknown. Mooney says there was a cow on the track also. If the cow had been on the bridge, it is thought the train or part of it would have been derailed.” (*Carbondale Leader*, October 7, 1899, p. 5)

For the safety of all, in 1899, the D&H, the City of Carbondale, and the Carbondale Traction Company (a street car line whose tracks crossed the D&H tracks at Pidgeon’s Crossing) discussed the possibility of (1) building a steel viaduct over the D&H tracks at Pidgeon’s Crossing, and/or (2) establishing a new street that would pass below the D. & H. steam road tracks at Pidgeon’s Crossing and again arise to the level of Eighth avenue near the gas house.

Here are three newspaper articles on the question from the *Carbondale Leader*:

1. **“YET ANOTHER BIG CHANGE. / A Steel Bridge Over the Railroad Tracks at Eighth Avenue Is Talked Of. /** A measure of the greatest importance to the city has just been proposed on the part of the Delaware and Hudson company and is now under consideration by the three parties directly concerned. They are the city, the Delaware and Hudson company and the Carbondale Traction company. / The proposition is for the building of a steel viaduct over the Delaware and Hudson tracks at Eighth avenue [emphasis added]. Coming from that corporation the proposition gives added color to the belief that a large freight or coal yard is soon to be constructed on the present air lots near that point. The company have agreed to the terms of J. J. Pidgeon for the purchase of his property at the Eighth avenue crossing but the transfer of the same has not been completed. They are anxious for him to vacate and Mr. Pidgeon told a LEADER man yesterday that he had consented to give them possession on July 1. It is said that the company’s purchases have not as yet extended to the Burnett property on the other side of the old Gravity track but they undoubtedly will if the yard scheme is to be carried out. / The building of a viaduct there is a matter that should be accepted at once and hurried to completion—now that the corporations interested have taken the initiative and will do their share. By commencing near the gas house an easy grade will carry the roadway over all present or future tracks with the exception of the present ‘gas house’ switch. / The viaduct would give an excellent opening to the west side and do away with the dangerous grade crossing now existing there. This crossing is always a subject for complaint and may yet be the scene of a great accident. It is a continued source of expense to the Traction company and would be more so if additional tracks are put in by the D. & H. / The erection of the viaduct would make unnecessary other expenses for changing Seventh avenue as has been proposed. It would place out of service the iron bridge now carrying over the Gravity track and this structure can at once be placed over Racket Brook at Terrace street where otherwise a new bridge will have to be built this summer. The structure is in excellent condition and just suited to meet the Terrace street difficulty. / Now that the two

corporations mentioned seem anxious for the viaduct the city should jump at the chance to secure such a needed improvement at a minimum cost. Mayor Kilpatrick and city engineer Shepherd have been in consultation with the corporation officials over the matter and it is expected their views will be given to councils at an early date. / The information of this probable big change came to our office at a late hour and a reporter who was sent to verify the story failed to find the parties who have knowledge of the facts.” (*Carbondale Leader*, May 20, 1899, p. 5)

2. The second part of the article titled “Anthracite Park Going” that was published in the *Carbondale Leader* on May 22, 1899, p. 5, contains interesting data on a proposed viaduct over the D&H tracks in Carbondale at the Eighth Avenue Crossing, also known as Pidgeon’s Crossing:

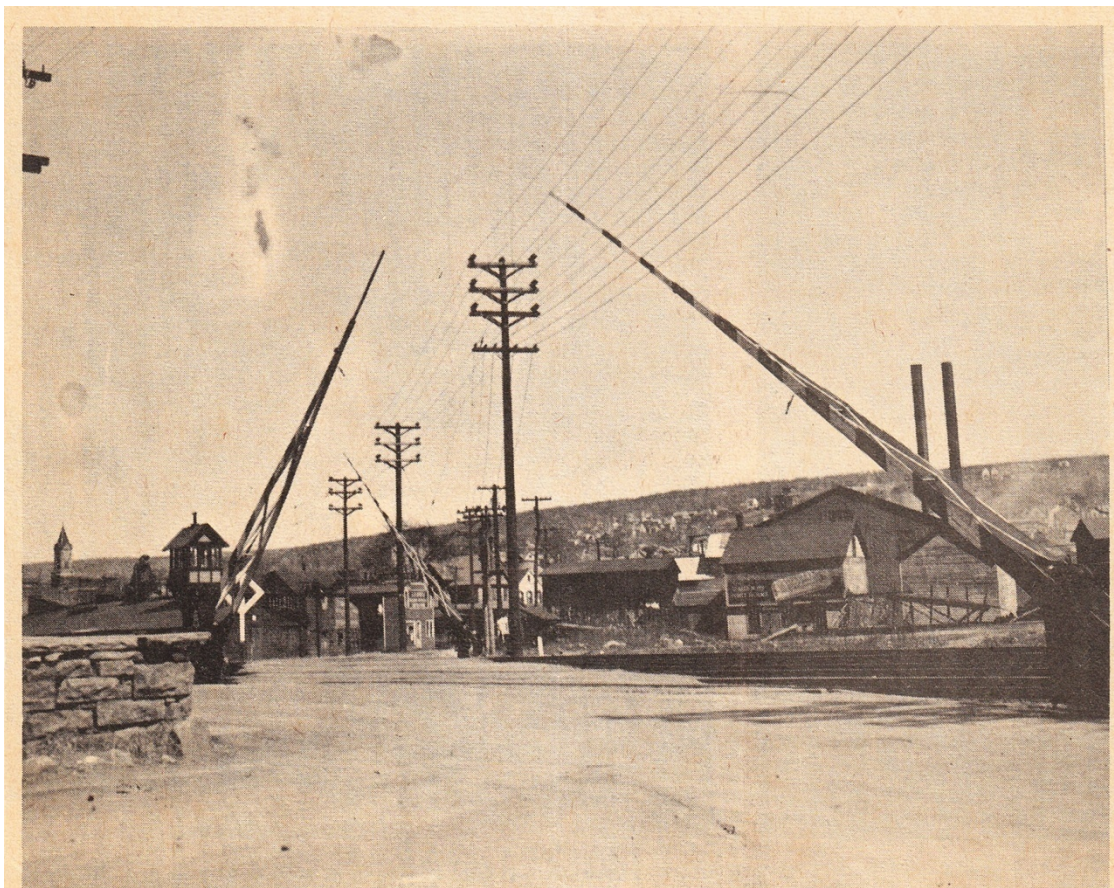
“EIGHTH AVENUE CROSSING. / The proposed steel viaduct over the Delaware & Hudson tracks at Eighth avenue was one of the principal topics of conversation about the streets on Saturday night. It met with general favor but universal regret was heard that the residents of the west side did not arise to the importance of the occasion sufficiently to provide for a good street through that section to connect with the bridge. This is the one hindrance to the immediate consummation of the project, it is believed. / For some weeks ex-mayor Hendrick and other leading citizens have been considering the problems involved in the crossing at that point and it was proposed by some to construct a roadway from Brooklyn street to the old Gravity road bed. Following this the new street would pass below the D. & H. steam road tracks and again arise to the present level of Eighth avenue near the gas house [emphasis added]. / City engineer Shepherd does not think this plan is entirely feasible, however. / Upon the ultimate tearing away of the old union depot it is said a new switch will be put in leading from that point into the railroad yard. Thus the troubles that have ensued from having large coal trains use the main tracks above Dundaff street will be done away with. . .” (*Carbondale Leader*, May 22, 1899, p. 5)

3. **“A CHANGE OF ROAD BED. /Traction Company Preparing to Run Their Cars Under the D. & H. Tracks at Eighth Ave.** / For years the crossing at the tracks of the Delaware & Hudson company on Eighth avenue has been a menace to human life, and on several occasions attempts have been made to obviate it; which is futile. / The question has been asked why councils did not compel the company to maintain a flagman there or else erect gates, but there is an obstacle in the way of all this. In the first place, there is no such street as Eighth avenue, from the bridge to the tracks, so the city can’t control it, and is in no position to make any demand of the railroad company. / The unhappy situation will soon be remedied, and it is being done by the Carbondale Traction company. All of the earth that is taken out of the street in the construction of the new track is being taken to a point near the bridge just before the railroad tracks are reached, and placed there for the construction of a new road across the field to the old gravity road, thence passing under the railroad bridge and coming out on Brooklyn street a quarter of a

mile below. / Thus, it will be seen, that in time, the dangerous railroad crossing will be a thing of the past and the patrons of the road will certainly rejoice. The tracks will not be changed this fall but the new route will probably be constructed next summer.” (*Carbondale Leader*, December 13, 1899, p. 2)

The proposed steel viaduct across the D&H tracks at Pidgeon’s Crossing was never constructed. Given below is a newspaper photograph of the D&H Eighth Avenue crossing as it appeared well into the twentieth century.

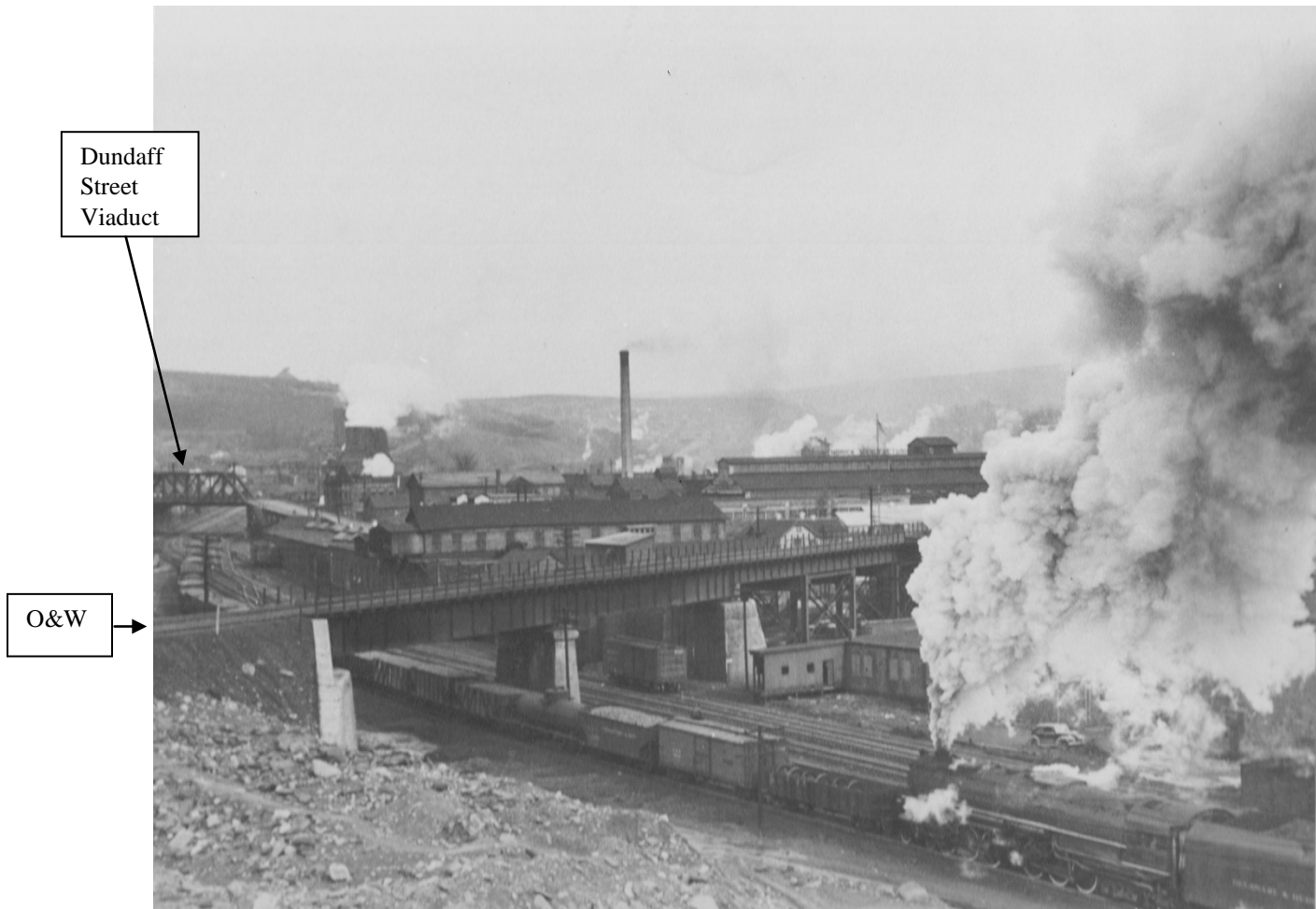
D&H Eighth Avenue Crossing in Carbondale (view looking into town). Undated clipping in the collection of the Carbondale Historical Society.



NOT MANY YEARS AGO -- Photo above presents appearance of Delaware and Hudson’s Eighth Ave. crossing and immediate vicinity in the not too long ago. Crossing gates were operated manually by gateman in crossing tower. (Old photo loaned by Charles Melville Jr.)

1920s

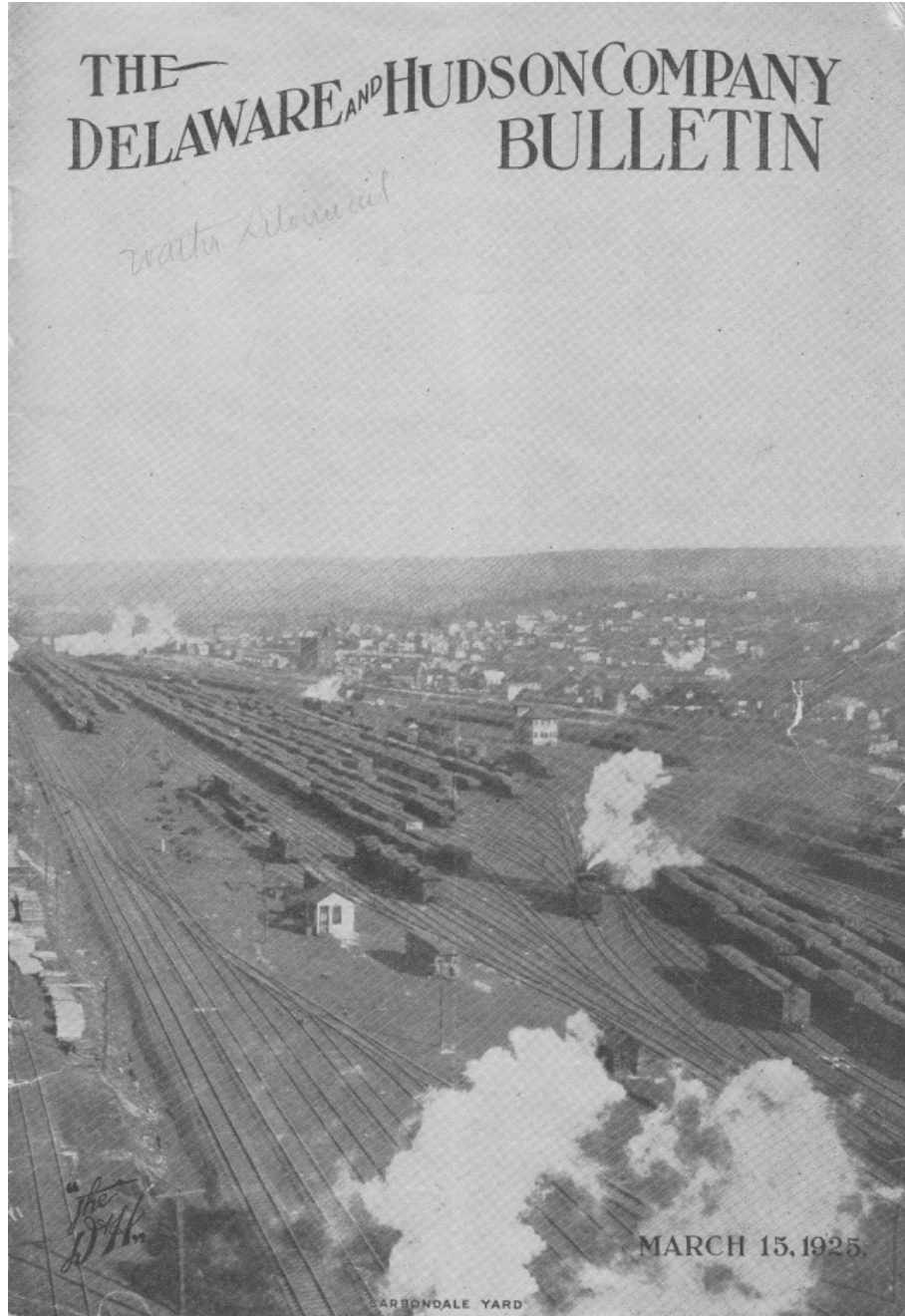
D&H Operations in Carbondale in the 1920s, Seen from a Short Distance South of the Carbondale Yard. Photo in the collection of the Carbondale D&H Transportation Museum. This photo was taken after 1923, because the Dundaff Street Viaduct is shown in this photo.



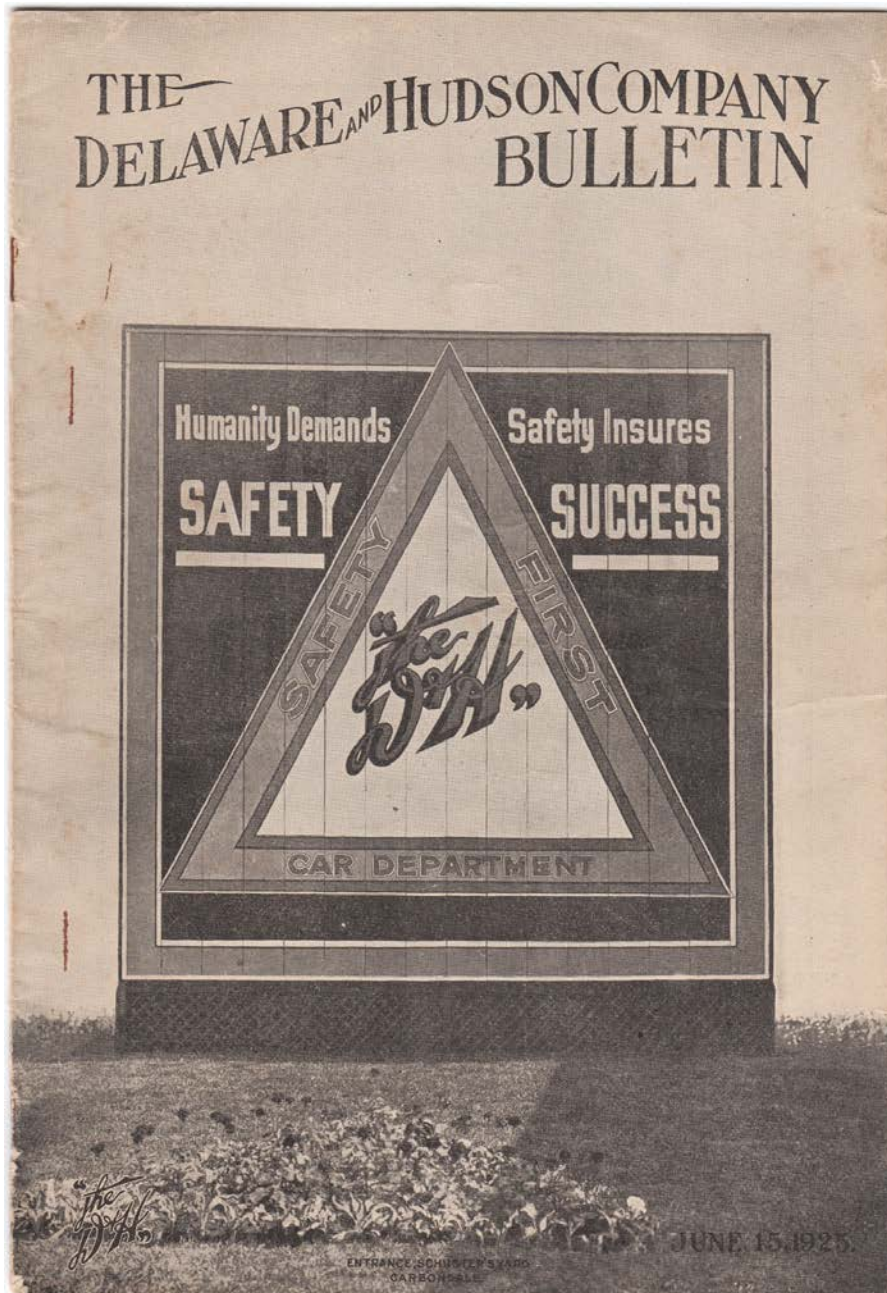
There exists a good photograph, by Horgan in 1922 (p. 72 in the Horgan book) of the northern portion of the Carbondale yard. The Carbondale yard is seen in that photo from the front of Holy Trinity Church, Simpson.

1925

Very nice photograph of Carbondale Yard, 1925, on cover of *The Delaware and Hudson Company Bulletin*, March 15, 1925:



Here is the cover of the June 15, 1925 issue of *The Delaware and Hudson Company Bulletin*. The sign at the entrance to the Carbondale Yard is shown on this cover. On page 4, therein, we read: "The Cover Page / The cover page study for this issue is a reproduction of a large sign artistically done in colors that greeted visitors to the recent car building contest [emphasis added] at Carbondale as they entered Schuster's yard where the work was in progress. It is the work of Maurice Blocksidge foreman painter in the Motive Power department at Carbondale."



The caption on the bottom of the photograph given above on the cover of *The Delaware and Hudson Company Bulletin* for June 15, 1925 reads as follows: "Entrance Schuster's Yard / Carbondale."

Schuster's Yard was another name for the Carbondale yard in 1925. In the photograph given below of the Carbondale team in the car building competition on May 21, 1925 (photo on page 6 of the June 15, 1925 issue of *The Delaware and Hudson Company Bulletin*), Raymond C. Schuster, who was the wood work foreman on the Carbondale team, is seen in the back row, on the far right (wearing the boater).



The other members of the Carbondale team in this photograph are (seated on the ground, left to right) Milo Ross, Charles Drago, George Lewis, Arthur Rake, and John Schivitz. Kneeling--Edward More, Pasquale Buonomo, Semi Buonomo, Anthony Ross, Pasquale Cerra, and Lawrence Zappa. Standing--Otto Richardson, assistant foreman steel work; James Snee, Fred Ross, Luigo Montanaro, Leo Baker, John Villano, Joseph Pastore, Frank Kolbozowsky, and R. C. Schuster.

This photograph as well as the photographs of the Colonie and the Oneonta teams are given on page 6 of this issue, June 15, 1925, of *The Delaware and Hudson Company Bulletin*. Pasquale Cerra (kneeling, second from the right) was the maternal grandfather of former Carbondale Historical Society treasurer, Joseph Pascoe. When we showed Joseph Pascoe this photograph he remembered that there was a Drago's store in Oneonta many years ago, not far from where the Cerra family lived on River Street. Mr. Pascoe also remembered learning as a young man that the day of the funeral of Joseph Pastore (shown in the above photo, back row, third from the right) was rainy and cold and that his grandfather, Pasquale Cerra, wanted very much to attend the funeral of his friend and co-worker, and did so, and caught a chill that ultimately turned into pneumonia, from which he died, not long after that, in 1935.

The generously illustrated article, titled "Oneonta Carmen Again Victors," is presented on pages 5-9, 11-15 of the June 15, 1925 issue of *The Delaware and Hudson Company Bulletin*. Here are some of the highlights of the article:

--The opening paragraph, on page 5, is very interesting and informative: "While at Carbondale, Pa., on Thursday, May 21, nearly a thousand spectators--officials of connecting railroads and others extending to the north, south, and into the far west, representatives of railway supply houses and of the Interstate Commerce Commission, newspaper men and writers for mechanical and technical journals, our own officials and supervisory officers, and a generous representation of town folk--looked on with much anxiety and profound interest, as three teams of sixteen men each [eight steel and eight wood workers] vied with one another for championship honors as they rebuilt three Delaware and Hudson Standard Tandem Twin Hopper Bottom Gondola cars of 85,000 pounds capacity, in the third car building contest to be held on the system."

--The first of these car building competitions was held at the Colonie shops on October 31, 1923: 5 teams of 6 men each. This first competition was won by the Carbondale team. The second competition was at Oneonta on May 8, 1924; the Oneonta team was the winner. The winning team in these competitions is awarded the Birkett cup, a silver memorial to the first Car foreman employed by the D & H Company.

--The Oneonta team won this third competition in 1925 with a time of 45 hours and 20 minutes man hours. "G. W. DITMORE, master car builder, announced the results of the contest and congratulated the men upon the spirit with which they had taken part in it, and then COLONEL J. T. LOREE, vice-president and general manager, who, with his staff, had broken in on an inspection trip over the system to watch the contest throughout, spoke of its educational benefits and commended the men upon the splendid accomplishment they had wrought in such a short space of time. He thereupon returned to A. G. DITMORE, divisional car foreman on the Susquehanna division, the Birkett cup, won a year ago by men from his shops, but possession of which had been at stake during the progress of the contest. In conclusion, he presented twenty-dollar gold pieces to the members of the winning team, while to those who comprised the second team, he gave ten-dollar gold pieces. He announced that another contest would be held either this fall or next spring." (p. 11)

--"At 4 p.m., the same day, the car, No 40265, completed by the Oneonta team, was loaded at the Coalbrook breaker, across the yard from the scene of the contest, and forty-five minutes later was en route for Wakefield, Mass., via the Boston and Maine, in Extra 119 north." (p.11)

Here is the complete article (*The Delaware and Hudson Company Bulletin*, June 15, 1925, pages 5-9, 11-15):



THE CONTEST CAR

Oneonta Carmen Again Victors

Completely Rebuild Standard Tandem Twin Hopper Bottom Gondola of 85,000 Pounds Capacity in 45 (man) Hours and 20 Minutes, In Third Contest

(A Key to All Photographs will be Found on Page 14)

WHILE at Carbondale, Pa., on Thursday, May 21, nearly a thousand spectators—officials of connecting railroads and others extending to the north, south, and into the far west, representatives of railway supply houses and of the Interstate Commerce Commission, newspaper men and writers for mechanical and technical journals, our own officials and supervisory officers, and a generous representation of town folk—looked on with much anxiety and profound interest, three teams of sixteen men each vied with one another for championship honors as they rebuilt three Delaware and Hudson Standard Tandem Twin Hopper Bottom Gondola cars of \$5,000 pounds capacity, in the third car building contest to be held on the system.

Oneonta carmen, victors in the contest held at their own shops a year ago, with a total of forty-five hours and twenty-minutes, were the first to complete their work; the Saratoga division team, composed of men from the Colonie and Green Island shops, finished second with forty-six hours and twenty-four minutes; and, the Carbondale team, with forty-eight hours and thirty-two minutes, was third. All time calculations were made on the basis of man hours. C. E. Peiffer, master car builder for the Buffalo, Rochester and Pittsburgh; W. G. Knight, mechanical supervisor for the Bangor and Aroostook; and P. Alquist, master car builder for the Delaware, Lackawanna and Western, were the judges.

New interest was afforded and the contest was

made more formidable than any of its fore-runners, by the inclusion of the regular steel work which is a part of the rebuilding program as applied to such cars. The makeup of each team, therefore, included eight steel and eight wood workers, although at no time were more than eight men of either classification at work. Because of a desire not to "overload" the teams, the air brake work and the painting and stenciling of the car were left for Carbondale employees to complete after the official contest operations had been concluded.

As each such contest is announced the sphere of prominence which these demonstrations have created for themselves in the railroad world because of their highly educational features, is noticeably increased. The first was held at our Colonie shops, October 31, 1923, and was participated in by five teams of six men each. It embraced the dismantling and rebuilding of the superstructure, the assembling of trucks and the assembling and application of draft gear equipment of a standard Delaware and Hudson Twin Hopper Gondola car of 55 000 pounds capacity. A Carbondale team won, its total of man hours being 46 hours and 54 minutes. The second was at Oneonta, May 8, 1924, at which time the superstructure of a 60,000-pound capacity steel underframe box car was rebuilt and trucks and draft gear assembled, an Oneonta team winning in 52 man hours.

Rivalry among the participating workmen is

15. 1925

five



CAR
BUILDING
CONTEST

CARBONDALE, PA.
MAY 21, 1925.

friendly, but nevertheless keen. There is always an evidence of shop pride and an earnest desire to carry back with them the trophy of the day, the Birkett cup, a silver memorial to the first Car foreman employed by the Company. The contests, ostensibly, are planned for the educational features they may develop. Outstanding among these, is the material layout, indicating, as it does, efficient and economical shop operation, the ready accessibility of material stimulating production and the resultant output reflected in the earnings of the pieceworkers on which basis the work is performed. An example of what was accomplished in this particular contest in the remarkably short time involved, may be had from a study of the list of material used in rebuilding a single unit and which appears elsewhere in this issue. This material was collected and arranged for each team alongside its allotted space, by WALLACE HICKOK, chief inspector.

Work commenced promptly with the blowing

summing this same performance, kept the channels on edge making it necessary to steady them while the operations noted were in progress. Another feature of the steel work which attracted considerable attention was a home-devised lever dolly bar, used by a Colonie riveter which permitted him to hold a rivet and buck it up at the same time. Numerous other kinks and unique practices, which were wholly permissible, were noticeable both in the completion of the steel work as well as that of the wooden superstructure.

Colonie was the first to conclude its steel work, finishing at 9:57 a. m. Oneonta was second, at 10:05 a. m., and Carbondale third, at 10:50 a. m. Explanation of the wide divergence of time particularly as between that of the Carbondale team and the other two, is to be found in an agreement made between the Three Divisional Car Foremen prior to the contest, which permitted them to assign the truck work to either their

As the Work was Concluded

	ONEONTA	COLONIE	CARBONDALE
Steel work	16 hrs. 40 mins.	15 hrs. 36 mins.	22 hrs. 40 mins.
Wood work	26 hrs.	28 hrs. 8 mins.	23 hrs. 12 mins.
Total	42 hrs. 40 mins.	43 hrs. 44 mins.	45 hrs. 52 mins.
Air brake work.....	1 hr. 10 mins.	1 hr. 12 mins.	1 hr. 5 mins.
Painting and stenciling.....	1 hr. 30 mins.	1 hr. 28 mins.	1 hr. 35 mins.
Finished time *	45 hrs. 20 mins.	46 hrs. 24 mins.	48 hrs. 32 mins.

* Man hours.

of the shop whistle at 8 a. m. From then on until the last nut was run down on the prize winning car and the judges had turned it over to G. W. DITMORE, master car builder, there was only one interruption in the performance and that was of ten minutes following the conclusion of the steel work on each car, thereby providing time in which to clear the space around the car so that the wood workers might progress with their tasks unhampered by litter or other obstacles.

Almost from the very outset, a difference in the method of approach was noticeable on the part of each team. The most noticeable variation in the steel work, was that the teams from Colonie and Oneonta allowed the center channels to lie flanges down on the horses upon which they rested, until side castings and reinforced channels had been secured, which appeared to be the best practice. Carbondale workers in con-

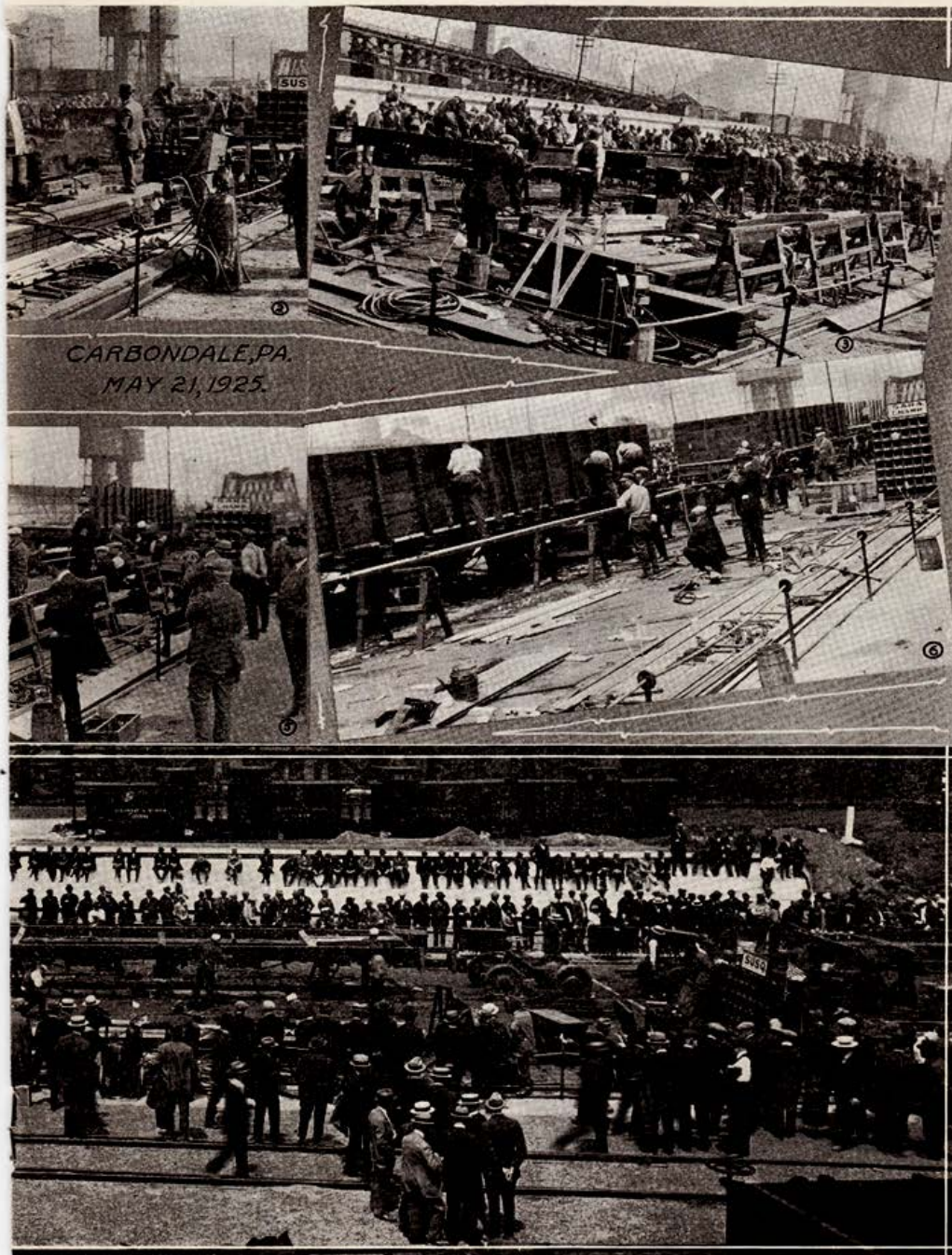
steel crew or to the wood workers. In regular shop practice, truck repairers do this work but these were omitted from the teams for the same reason as were the air brake men and painters. Carbondale chose to have their steel men also assemble the trucks and the judgment of the foreman, RAYMOND SCHUSTER, would have proven its worth but for difficulties experienced in the performance of the steel assembling. It was his idea that he could thus effect a better equalization of his men, for when certain of them no longer were needed on the steel work, they could be used on the trucks. Oneonta and Colonie left the trucks for their wood workers.

Differences in practices among the wood workers were noticed in the manner in which they handled their side sills. Colonie, it was agreed, used the best method, that of allowing the sills to lie flat on horses until stake pockets had been secured

(Continued on Page 11)



eight



nine

Oneonta Carmen Again Victors

(Continued from Page 5)

by U bolts, after which the sills were turned over and nuts run down by air machine. Portable scaffolding appeared an advantage to the Oneonta team, over the use of ladders by their competitors, when bolting side stakes and corner bands, securing Wine ladders and other outside appliances.

Oneonta finished its wood work first, at 1:30 p. m.; Colonie was second, at 1:38 p. m., and Carbondale third, at 1:54 p. m. For better time comparisons the table on Page 7 may prove more helpful:

Time required for the assembling of trucks and the assembling and application of draft gears is included in the wood work time of the Oneonta and Colonie teams, and in the steel work time of the Carbondale team, as follows:

	ONEONTA	COLONIE	CARBONDALE
Trucks	1 hr.	1 hr. 44 mins.	2 hrs. 28 mins.
Draft gears assembled and applied	39 mins. 34 secs.	1 hr. 4 mins.	54 mins.

The dimensions of this type of car are :

Length inside	36' 0"
Width inside	8' 6 1/4"
Height inside	4' 3 1/4"
Length over striking castings	38' 1"
Width over all	10' 1 1/2"
Height from rail to top of floor	4' 4 1/4"
Height from rail to top of car	8' 7 1/2"
Height from rail to top of brake shaft	9' 1-13/16"
Distance center to center of trucks	27' 5 1/2"
Cubical capacity	1542 cu. ft.
Capacity	85,000 lbs.
Light weight	40,000 lbs.
Size of journals	5 x 9"

At 4 p. m., the same day, the car. No. 40265, completed by the Oneonta team, was loaded at the Coalbrook breaker, across the yards from the scene of the contest, and fifty-five minutes later was en route for Wakefield, Mass., via the Boston and Maine, in Extra 1219, north.

The guests, as was evidenced by their remarks

of appreciation, were courteously entertained. Each, on arriving at Shop 26, was given an artificial red flower as a favor to be worn in a lapel button hole. Immense bleachers, trimmed in red, white and blue bunting and with seats protected by canvas, ran parallel to the tracks upon which the cars were being rebuilt, thereby making it possible for all to watch, at close range, the progress of the contest from beginning to end. At noon, a box lunch was served in the wood mill by the wives of the Car department supervisory officers on the Pennsylvania division and the young ladies in the divisional car foreman's office at Carbondale, long tables neatly covered with white paper and otherwise made attractive with cut flowers having been specially arranged for the occasion.

G. W. DITMORE, master car builder, announced the results of the contest and congratulated the

men upon the spirit with which they had taken part in it, and then COLONEL J. T. LOREE, vice-president and general manager, who, with his staff, had broken in on an inspection trip over the system to watch the contest throughout, spoke of its educational benefits and commended the men upon the splendid accomplishment they had wrought in such a short space of time. He thereupon returned to A. G. DITMORE, divisional car foreman on the Susquehanna division, the Birkett cup, won a year ago by men from his shops, but possession of which had been at stake during the progress of the contest. In conclusion, he presented twenty-dollar gold pieces to the members of the winning team, while to those who comprised the second team, he gave ten-dollar gold pieces. He announced that another contest would be held either this fall or next spring.

This Was the Material Used in Each Car

UNDERFRAME

2	Center Sill Channels	1	Bottom Cover Plate Cross-Bearer
8	Bolster Webs	4	Hopper Slope Sheet Braces
2	Cross Bearer Webs	4	Connection Angles
4	Center Braces at Bolster	6	Side Sill Supports
1	Center Brace at Cross-Bearer	2	End Sill Supports
2	Braces at Draft Gear	4	Stringer Supports
1	Top Cover Plate Center Sills	1	Cylinder Support Bracket
2	Bottom Cover Plate Center Sills	1	Cylinder Support
1	Bottom Cover Plate Center Sills	1	Reservoir Support
1	Top Cover Plate Center Sills	2	Tie Plates
2	Top Cover Plates (Bolster)	4	Hopper Sheets
2	Bottom Cover Plates (Bolster)	2	Fulcrums
1	Top Cover Plate Cross-Bearer	2	Pipe Clamp Brackets

Material—Continued

12	Hopper Carrier Irons	4	Gussets (Reinforcements)
2	End Sill Channel	2	Splicing Channels
2	End Sill Fillers	2	Flanged Splice Plates
18	End Sill Connection Angles	2	Flat Splice Plates
4	Stringer Supports	4	Body Side Bearings
2	Top Cover Plates (Reinforce- ments)	4	Body Side Bearing Shims
2	Bottom Cover Plates (Reinforce- ments)	2	Body Center Plates
		2	Center Pins—Key Way
		2	Striking Plates

BODY

2	Side Sills	4	Section Body Truss Rods
8	Body Side Planks	2	Truss Rod Turn Buckles
8	Body End Planks	4	Diagonal Tie Rod Plates
1	Body Side Stake	2	Diagonal Tie Rod Connections
13	Nailing Girths	16	Wine Door Washer Plates
56	Slope Planks	8	Door Angles at Skirt Sheets
12	Hopper Planks	24	Side Stake U Bolt Plates
1	Plank at Cross Center of Car	4	Diagonal Tie Rods
297	Flooring (Bd. ft.)	24	Side Stake Pockets
4	Skirt Planks	16	Door Hinge Straps
8	Hopper Door Planks	16	Door Hinge Butts
12	Outside Corner Bands	8	Wine Door Latches
12	Inside Corner Bands	8	Wine Door Latch Brackets
8	Outside Corner Bands	8	Wine Door Latch Weights
8	Inside Corner Bands	4	Queen Posts
18	Vertical Straps	4	Body Truss Rod Saddles
4	Side Sill Bearing Plates	2	Inside Toe Steps
4	Wine Door Hopper Plates	4	Beveled Washers 1 1/4"
4	Wine Door Angles	8	Beveled Washers 7/8"

DRAFT GEAR

2	ARA 5 x 7 Type "D" Couplers	4	Harvey Draft Springs
2	Cast Steel Coupler Yokes	8	Follower Plates
4	Minor Draft Side Castings	4	Follower Straps
2	Coupler Carrier Irons	4	Cast Steel Coupler Yoke Pins

SAFETY APPLIANCES

2	End Wine Ladders Complete	1	Coupler Release Lever "B" end
2	Side Wine Ladders Complete	2	End Coupler Release Lever
4	Sill Steps		Brackets
2	Side Horizontal Hand Holds	2	End Coupler Release Lever
2	Top End Horizontal Hand Holds		Bracket Fillers
2	Bottom End Horizontal Hand	2	Center Release Lever Coupler
	Holds		Brackets
2	Bottom Side Ladder Treads	4	End Sill Hand Holds
1	Coupler Release Lever "A" end		

AIR BRAKE

1	Reservoir	2	Connection Rods
1	Cylinder	2	Top Connection Rods
1	Retainer Valve	1	Hand Brake Rod
2	Angle Cocks	1	Push Rod
1	Cutout Cock	2	Release Rods
1	Dirt Collector	1	Hand Brake Lever
2	Air Hose	27	Connection Pins
2	Burnett Angle Cock Holders	27	Brake Connection Pin Cotters
	Complete	2	Release Valve Rod Cotters
1	Release Valve	4	Train Pipe Hangers
1	K-2 Triple Valve	8	Train Pipe Hanger Lags
5' 2"	Wrot Pipe 1"	6	Train Pipe U Bolts
24'	Wrot Pipe 3/8"	2	Release Valve Rod Hangers
46'	Wrot Pipe 1 1/4"	2	Release Valve Rod Hanger Lags
1	1" Union	2	Angle Cock Holder Brackets
3	3/4" Union	1	Brake Chain Complete
3	1 1/4" Couplings	2	Release Rod Cotters
3	3/4" Elbows	1	Brake Shaft
2	Lag Screws 3/8" x 1 1/2"	1	Brake Shaft Step
2	Lever Rests	1	Brake Shaft Support
2	Lever Rests	2	Brake Step Board Brackets
1	Slope Plank Fulcrum	1	Top Brake Shaft Cotter
2	Center Sill Fulcrums	1	Bottom Brake Shaft Cotter
1	Side Sill Fulcrum	1	Brake Pawl Ratchet Bearing
2	Cylinder Lever Carriers	1	Brake Ratchet Wheel
1	Cylinder Lever	1	Brake Pawl
1	Center Fulcrum Lever	1	Brake Wheel
2	Fulcrum Levers	1	Brake Step Board
1	Cylinder Rod		

Material—Concluded

TRUCKS

4	Top Arch Bars	8	Reinforced Back Brake Shoes
4	Bottom Arch Bars	8	Brake Shoe Keys
4	Bottom Tie Rods	4	Truck End Castings
2	Truck X Tie Straps	8	33" Cast Iron Wheels 5 x 9
4	Brake Beam Auxiliary Safety Hangers	4	5 x 9 Axles
8	Journal Boxes 5 x 9	4	Sets Truck Springs No. 7
8	Journal Bearings 5 x 9	8	Column Bolts
8	Journal Bearing Wedges 5 x 9	16	Journal Box Bolts
2	Cast Steel Truck Bolsters	8	Brake Hanger Pins
2	Bottom Schaeffer Connection Rods	8	Brake Hanger Pin Split Keys
8	Schaeffer Brake Hangers	8	Dust Guards 5 x 9
4	ARA No. 2 Brake Beams	4	Schaeffer Truck Levers
		2	Dead Lever Fulcrums

MISCELLANEOUS

847	Buttonhead Rivets	63	5/8" Grip Nuts
991	Machine Bolts	42	3/4" Grip Nuts
24	Carriage Head Bolts	16	1/2" Grip Nuts
22	Rods	16	1 1/8" Grip Nuts
18	Lag Screws	4	1 1/4" Grip Nuts
541	1/2" Wrot Washers	8	1 3/8" Grip Nuts
216	5/8" Wrot Washers	89	30-D Wire Nails
4	3/4" Wrot Washers	96	10-D Wire Nails
88	1/2" Wrot Washers	2	Red Lead on underframe (Gals.)
13	3/4" Cast Iron Washers	3 1/2	Truck and Frame Black Paint (Gals.)
44	1/2" Cast Iron Washers	2	Metallie Freight Car Paint (Gals.)
8	3/8" Beveled Cast Iron Washers	1	White Lead (Lb.)
4	1 1/4" Beveled Cast Iron Washers		
12	1/2" Grip Nuts		

And These Were Some of the Visitors

BANGOR & AROOSTOOK—W. G. Knight, mechanical superintendent, Derby, Me.

BALTIMORE & OHIO—G. F. Patten, inspector of shops, Baltimore, Md., and F. H. Lee, superintendent freight car maintenance, Baltimore, Md.

BOSTON & MAINE—D. H. Pyne, divisional car foreman, Mechanicville; F. P. Ramsdell, general foreman, Fitchburg, Mass., and G. C. Vogel, general piecework inspector, Boston.

BUFFALO, ROCHESTER & PITTSBURG—C. E. Peiffer, master car builder, DuBois, Pa.

CANADIAN NATIONAL RAILWAYS—J. Hoskins, contract demonstrator, Montreal, P. Q.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS—R. W. Tomlinson, piecework inspector, Indianapolis, Ind.

CHESAPEAKE & OHIO—J. A. Roberts, inspector, Richmond, Va.

CLINCHFIELD—Herman Bower, general foreman car department, Erwin, Tenn.

DELAWARE, LACKAWANNA & WESTERN—P. Alquist, master car builder; H. Surplus, general car foreman, and J. F. Thompson, general piecework inspector, all of Scranton, Pa.

ERIE—J. McMullen, superintendent Car department, New York City; M. H. Quinn, superintendent car repairs, Jersey City; H. E. Perry, divisional car foreman, Susquehanna, Pa.; W. H. Middaugh, divisional car foreman, Port Jervis, N. Y.; R. Knorr, divisional car foreman, Dunmore, Pa.; G. Goldsmith, shop superintendent, Buffalo; W. W. Warner, shop superintendent, Kent, O.; J. Todd, shop superintendent, Susquehanna, Pa.; G. Thibaut, master mechanic, Susquehanna, Pa.; F. J. Philbin, inspector, Dunmore, Pa.; J. Murphy, A. R. A. inspector, Dunmore, Pa.; M. Smith, car foreman, Dunmore, Pa.; R. W. Schultz, car foreman, Dunmore, Pa.; L. H. Creighton, car foreman, Port Jervis, N. Y.; C. H. Weber, steel car fore-

man, Dunmore, Pa.; S. Donato and J. Herko, carmen, Dunmore, Pa.

GRAND TRUNK—B. J. Farr, superintendent of motive power and car department, Battle Creek, Mich., and G. E. Murray, electrical and mechanical engineer, Battle Creek, Mich.

LEHIGH VALLEY—F. Fouse, Packerton, Pa.; Ira Everett, chief car inspector, Bethlehem, Pa.; W. E. Stork, general car foreman, Coxtown, Pa.; E. Minick, general freight car foreman, Sayre, Pa.; and F. Miller, foreman car inspectors, Wilkes Barre, Pa.

LONG ISLAND—A. L. Anderson, general foreman, and S. Reuter, foreman, of Richmond Hills, and W. Morrison, storekeeper, Jamaica, L. I.

MICHIGAN CENTRAL—W. J. Rourke, traveling general foreman, Detroit.

MISSOURI-KANSAS-TEXAS—G. O. Luckie, general car foreman, and J. R. Hayden, car draftsman, of Denison, Texas.

MISSOURI PACIFIC—E. E. Arnold, superintendent of shops, DeSoto, Mo.; L. R. Christy, general car inspector, St. Louis, Mo.; and H. M. Watts general car foreman, Little Rock, Ark.

NEW YORK CENTRAL—A. A. Burkhard, divisional car foreman, West Albany.

NEW YORK, ONTARIO & WESTERN—B. P. Flory, superintendent of motive power, Middletown, N. Y.; A. Kipp, general car inspector, Middletown, N. Y.; W. W. Daley, master mechanic, Norwich, N. Y.; C. V. Fryer, general car foreman, Middletown, N. Y.; A. J. Boyd, car foreman, Norwich, N. Y.; C. A. Green, assistant car foreman, Norwich, N. Y.; M. S. Short, freight foreman, Middletown, N. Y.; L. J. Ten Broeck, car foreman, Carbondale, Pa.; and C. T. Heckroth, chief piecework inspector, Middletown, N. Y.

NEW YORK, NEW HAVEN & HARTFORD—J. P. Egan, general superintendent car maintenance, New

The Delaware and Hudson Company Bulletin

Haven, Conn.; F. S. Cole, general car foreman, Maybrook, N. Y.; H. W. Case, general foreman, Hartford Conn.; J. E. Shean, supervisor and inspector, Readville, Mass.; W. L. Hill, car foreman, Boston; and H. H. Legg, foreman, Boston, Mass.

PENNSYLVANIA—A. W. Kerns, shop inspector, Altoona, Pa.

RICHMOND, FREDERICKSBURG & POTOMAC—T. S. Cheadle, chief car inspector, and A. H. Moncure, general foreman, of Richmond, Va.

READING—H. S. Keppelman, general car inspector, and A. B. Clark, general foreman, of Reading, Pa.

ST. LOUIS-SAN FRANCISCO—R. Sloan, supervisor of piecework, Springfield, Mo.

INTERSTATE COMMERCE COMMISSION—J. Bromley and A. M. Banks, Washington, D. C.

RAILWAY MECHANICAL ENGINEER—M. B. Richardson, New York City.

RAILWAY SUPPLY HOUSES

ADAMS & WESTLAKE—Howard Seip, New York City.

AIR REDUCTION COMPANY—H. A. Hocking, L. N. Vail, L. R. Rush, and J. W. Knowles, all of New York City.

AMERICAN CAR & FOUNDRY COMPANY—H. Streader, New York City.

AMERICAN STEEL FOUNDRIES COMPANY—T. H. Hopkirk, New York City.

CHICAGO PNEUMATIC TOOL COMPANY—D. E. Cook, New York City.

DUFF MANUFACTURING COMPANY—W. G. Robb, New York City.

FRANKLIN OIL COMPANY—I. S. Westley, Franklin, Pa.

GALENA OIL COMPANY—W. A. Turbee and W. A. Foster, New York City.

GOLD CAR HEATING AND LIGHTING COMPANY—F. H. Smith, Brooklyn, and A. B. Strange, New York City.

GRIP NUT COMPANY—H. Passmore, Chicago, Ill.

HAUCK MANUFACTURING COMPANY—G. N. Broadhurst, Brooklyn.

INDEPENDENT PNEUMATIC TOOL COMPANY—W. E. Dougherty and F. A. Herman, Philadelphia.

INGERSOLL-RAND COMPANY—F. M. Cross, New York City, and S. R. Sanders and H. L. Kent, of Scranton, Pa.

JOYCE CRIDLAND COMPANY—A. S. Beattys, New York City.

KAY & ESS COMPANY—A. J. Bush, Dayton, O.

LESHER-WHITMAN COMPANY—L. Gorling, New York City.

MAHR MANUFACTURING COMPANY—R. G. White, New York City.

MANNING, MAXWELL & MOORE—W. Deems, New York City.

W. H. MINER—J. H. Link, Chicago, Ill.

NATIONAL BRAKE COMPANY—W. D. Brewster, Buffalo, N. Y., and R. F. Hayes, New York City.

NATIONAL MALLEABLE & STEEL CASTING COMPANY—W. Lewis and E. V. Sihler of New York City.

NEW YORK AIR BRAKE COMPANY—H. A. Flynn, Boston.

A. O. NORTON—H. J. Wilson, Boston.

OIL FURNACE COMPANY—Ray White, New York City.

OXWELD RAILROAD SERVICE COMPANY—A. D. Bowman, New York City.

PRATT & LAMBERT, INC.—S. S. Demarest, Long Island City.

SAFETY CAR HEATING & LIGHTING COMPANY—A. B. Mills, Boston, and J. S. Henry, New York City.

SCIENTIFIC PRODUCTION CORPORATION—H. H. Linton, New York City.

SHERWIN-WILLIAMS COMPANY—J. Schlitz, New York City.

SUPERIOR FLAKE GRAPHITE COMPANY—L. H. Snyder, Chicago, Ill.

UNION ASBESTOS & RUBBER COMPANY—O. H. Neal, New York City.

VAPOR CAR HEATING COMPANY—W. H. Tucker, New York City.

WALWORTH MANUFACTURING COMPANY—P. B. Miller, Boston, Mass.

WESTINGHOUSE AIR BRAKE COMPANY—E. Maylock and H. B. Gardner, New York City.

WINE RAILWAY APPLIANCE COMPANY—P. P. Beck, New York City.

Key to Photographs

PAGE 6

(1) Oneonta team, seated (left to right)—Alex Ushwant, Henry Neilson, Horace Landry, Fortunatus Kattansick, Percy Brush, and Fred Lamb. (Second row)—John Knosvitch, Joseph Dilello, Lee Colburn, Warner C. Arndt, Albert Dilello, and Fred Demesko. Standing—Claude E. Gregory, piecework inspector; Ross J. Comstock, foreman steel gang; Egnu Solowich, Daniel Patrick, Herman Wells, Louis Colone, Mike Truchan, Elmer Young, and Rathbun J. Cook, foreman wood gang.

(2) Colonie-Green Island team, seated (left to right)—Joseph Drohomiericki, Michael Seledoe, Joseph Niemiec, Merrill G. Bennett, Mike Kotansky, and Joseph Gowacte. Kneeling—Frank Zyvonski, Walter Eklert, John Gachus, Steve Croykowski, and Steve Cherney. Standing—James J. O'Keefe, foreman steel car repairs; George Bokay, Adam Olesqueski, Joseph Cole, Peter Hitch, Mytro Washinko, and Harry Travis, foreman wood car repairs.

(3) G. W. Dittmore, master car builder.

(4) A. G. Dittmore, master car builder, Susquehanna division, receiving Birkett cup from Colonel J. T. Lorie (right), vice-president and general manager.

(5) Carbondale team, seated (left to right)—Milo Ross, Charles Drogo, George Lewis, Arthur Rake, and John Schivitz. Kneeling—Edward Moore, Pasquale Buonomo, Semi Buonomo, Anthony Ross, Pasquale Cerra, and Lawrence Zappa. Standing—Otto Richardson, assistant foreman steel work; James Snee, Fred Ross, Luigo Mon-

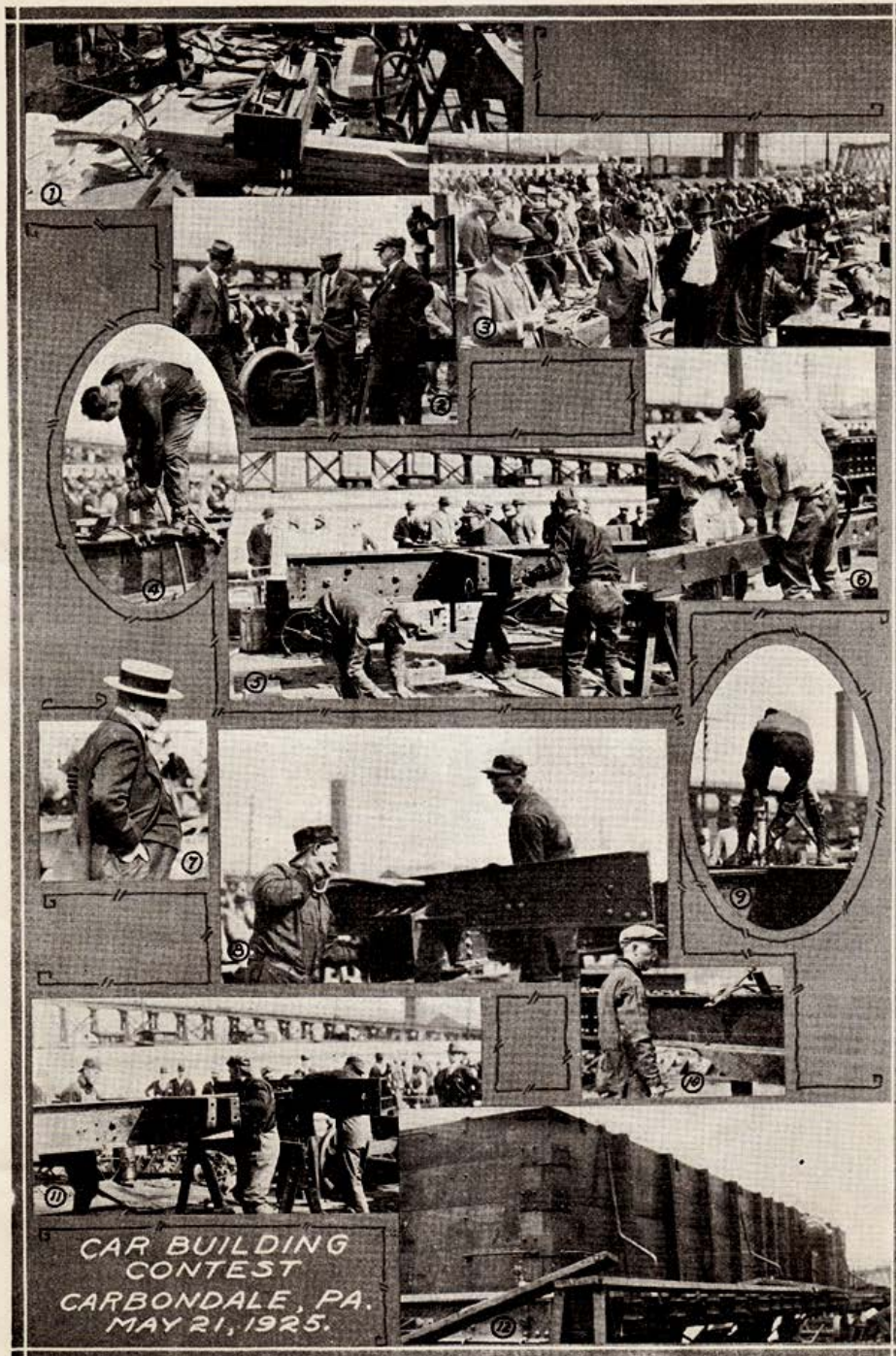
tanaro, Leo Baker, John Villano, Joseph Pastore, Frank Kolbozowsky, and R. C. Schuster, foreman wood work.

PAGES 8 AND 9

(1) Before the start. (2) With the Oneonta Steel Workers. (3) Colonie's steel work progresses. (4) Colonie finishes its steel work. (5) The wood work under way. (6) The wood work nearing conclusion. (7) A general view of the contest while in progress.

PAGE 15

(1) Material layout. (2) W. G. Knight, mechanical supervisor, Bangor and Aroostook, and C. E. Feiffer, master car builder, Buffalo, Rochester and Pittsburg, judges; and "Jim" O'Neill, general foreman, Car department, Green Island. (3) W. K. Brodie, divisional piecework inspector; A. G. Dittmore, divisional car foreman, and Ross Comstock, foreman steel work—all of the Susquehanna division. (4) Frank Zyvonski, steel worker on the Colonie-Green Island team, using a home-made lever dolly bar. (5) Oneonta steel workers speeding up. (6) Colonie-Green Island wood workers using air machine for tightening nuts on U bolts holding stake pockets. (7) P. Alquist, master car builder, Delaware, Lackawanna & Western, one of the judges. (8) Carbondale steel workers. (9) A Carbondale steel worker. (10) J. J. O'Keefe, foreman steel work, Colonie-Green Island team. (11) With the Colonie-Green Island steel workers. (12) Portable scaffolds used by Oneonta team.



Four car building competitions were held by the D&H. Given below are summary statements about those competitions from *Passenger, Freight and Work Equipment on the Delaware and Hudson, The Delaware and Hudson Company BOARD OF MANAGERS INSPECTION OF LINES*, June 2, June 5, 1927, pp. 117-121:

p. 117:

<i>First Car Building Contest</i>			
Held at	—Colonie Car Shops.		
Date	—October 31, 1923.		
Problem of Contest	—Dismantling and rebuilding superstructure, (excepting metal frame), draft gear, brake rigging and trucks of a Twin Hopper Coal Car (Composite Construction) 85,000 pounds capacity.		
Competing Teams	— Carbondale	Green Island	Oneonta
No. of Men Per Team	— 6	6	6
Total Man Hours	— 46 hrs. 54 min.	48 hrs. 30 min.	50 hrs. 36 min.

p. 118:

<i>Second Car Building Contest</i>			
Held at	—Oneonta Car Shops.		
Date	—May 8, 1924.		
Problem of Contest	—Rebuilding superstructure, trucks and draft gear of a Steel-underframe Box Car, 60,000 pounds capacity.		
Competing Teams	— Oneonta	Colonie	Carbondale
No. of Men Per Team	— 8	8	8
Total Man Hours	— 52 hrs.	54 hrs. 16 min.	58 hrs. 40 min.

There is a photo in *Shaughnessy* (p. 300) that that was taken at Oneonta during the second car building contest, three hours after the contest began. The three teams were competing for a trophy and a \$20 gold piece for each man on the winning team. The winning team was from Oneonta. There are two errors in *Shaughnessy's* caption: (1) the competition took place on May 8, 1924 (not 1922), and (2) a team from Green Island did not compete in 1924.

p. 120:

<i>Third Car Building Contest</i>				
Held at	—Carbondale Car Shops.			
Date	—May 21, 1925.			
Problem of Contest	—Rebuilding underframe, superstructure and trucks of a Steel Center Sill, Twin Hopper Coal Car, 85,000 pounds capacity.			
Competing Teams	—	Oneonta	Colonie	Carbondale
No. of Men—Steel Work	—	8	8	8
No. of Men—Wood Work	—	8	8	8
Man Hours—Steel Work	—	16 hrs. 40 min.	15 hrs. 8 min.	22 hrs. 40 min.
Man Hours—Wood Work	—	26 hrs. 0 min.	28 hrs. 36 min.	23 hrs. 12 min.
Total Man Hours	—	42 hrs. 40 min.	43 hrs. 44 min.	45 hrs. 52 min.

p. 121:

<i>Fourth Car Building Contest</i>				
Held at	—Green Island Car Shops.			
Date	—May 18, 1926.			
Problem of Contest	—Rebuilding superstructure, underframe and trucks of Steel Underframe Gondola Coal Car, 85,000 pounds capacity.			
Competing Teams	—	Colonie and Green Island	Oneonta	Carbondale
No. of Men—Steel Work	—	8	8	8
No. of Men—Wood Work	—	8	8	8
Man Hours—Steel Work	—	29 hrs. 25½ min.	31 hrs. 51 min.	32 hrs. 21 min.
Man Hours—Wood Work	—	17 hrs. 4 min.	16 hrs. 57 min.	20 hrs. 15 min.
Total Man Hours	—	46 hrs. 29½ min.	48 hrs. 48 min.	52 hrs. 36 min.

There are three original D&H car building contest photos in the archives of the Carbondale Historical Society. Here are those photos:

D&H Car Building Contest:



D&H Car Building Contest:



D&H Car Building Contest:



Other Yard Competitions

Track Competitions

Track crews, as well, competed with each other on the quality of their work. Here is a newspaper clipping from January 4, 1979 of the prize winning D&H track crew in 1927 in Carbondale.

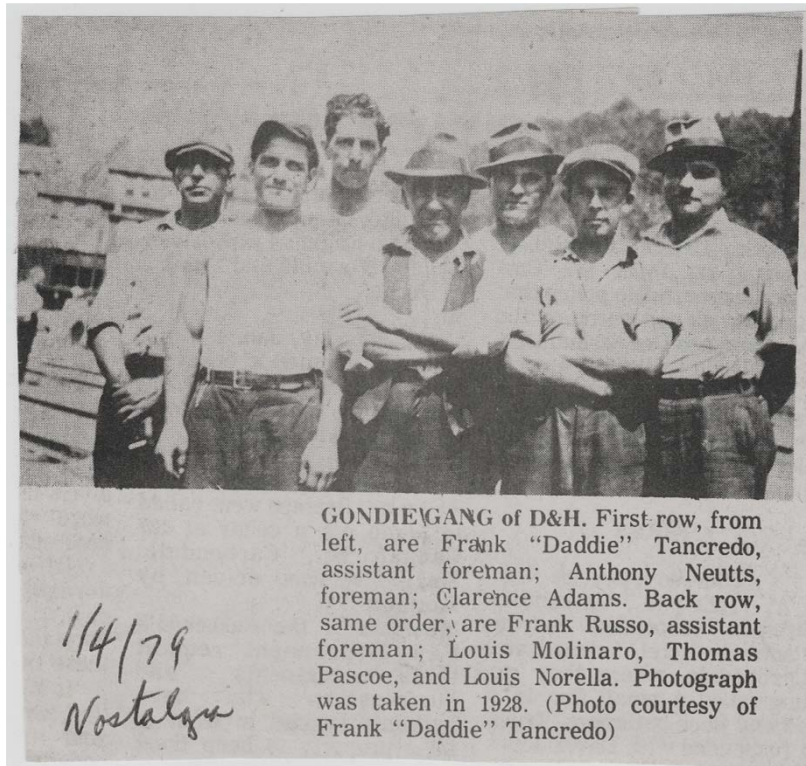


Nostalgia

1-4-1979

D&H PRIZE SECTION first row, from left are Thomas Pascoe, Frank "Daddie" Tancredo, assistant foreman; John Rickie. Standing in rear are, from left, D. Ciccio, N. Dominic, J. Levito, A. Terk, A. Neutts, foreman. Photograph was taken in 1927 at Seventh Avenue tool house. (Photo courtesy of Frank "Daddie" Tancredo)

Here is the 1928 Carbondale “Gondie/Gang of D&H”:



Language Note:

Gandy dancer is a slang term used for early railroad workers who maintained railroad tracks in the years before the work was done by machines. Gandy dancers were track examiners, whose responsibilities included checking ties, bolts, track, and roadbed for necessary repairs.

1928

*Carbondale D&H Yard, 1928. The Delaware and Hudson Company INSPECTION of LINES ::
JUNE 7, 8, 9, 1929, p. 23*



Carbondale D&H Yard, 1928

1932

Photograph of “Delaware & Hudson Railroad Corp’n – Carbondale Yard – Year 1932” by Adon Cramer:



Delaware & Hudson Railroad Corp’n – Carbondale Yard – Year 1932

In 1932, the Carbondale Yard had 41 miles of track in it. (see biographical portrait of James A. Farrell--“The Engineer Hired a Horse”—in the July 1, 1932 issue (pp. 195-96, 203) of *The Delaware and Hudson Railroad Corporation Bulletin*)

Late 1930s

Photograph of Carbondale Yard, probably taken in the late 1930s, in the collection of the Lackawanna Historical Society:



Carbondale D&H Yard, 1930s

1938

D&H Time Table No. 33 (*"The Delaware and Hudson Railroad Corporation / Pennsylvania Division / Time Table No. 33 / Effective Sunday, Sept. 25th, 1938 at 12:01 A.M. . . For the Government of Employees Only"*) contains very interesting data on the Carbondale Yard, as follows:

1. **"Yard Limits / Carbondale /** Northerly Board 138 feet south of mile post C-1, S-37 / Southerly Board 364 feet south of mile post WB-32, A-179 / Southerly Board—2440 feet north mile post C-1 (p. 12)

2. **"Use of Tracks Nos. 1, 2, 3 and 4. /** Between Lookout Junction and 'DF' Tower, Carbondale, when facing north the tracks will be numbered from the yard running track left to right as follows: Track No. 3 / Track No. 1 / Track No. 2 / Track No 3 is a slow speed track on which the current of traffic is southward. / Track No. 1 is a high speed track on which the current of traffic is southward. / Track No. 2 is a high speed track on which the current of traffic is northward." (p. 13)

3. **"Carbondale /** End of northward automatic block signal 177.1 is located at north end of City Station." (p. 18)

4.

Current of traffic on yard running track through center of Carbondale Yard which is now designated as the "old southbound" is northward. Engines or trains desiring to use this track in a southward direction must receive permission from the proper authority to do so.

"WC" Tower

Signals for switch movement and route indications are located as follows:

Southward signal 190 feet north of Tower.

Northward signal for movement from Carbondale Yard 196 feet south of Tower.

Northward main track signal, 266 feet south of Tower.

Manual block signal governing northward trains is located 120 feet north of the Tower.

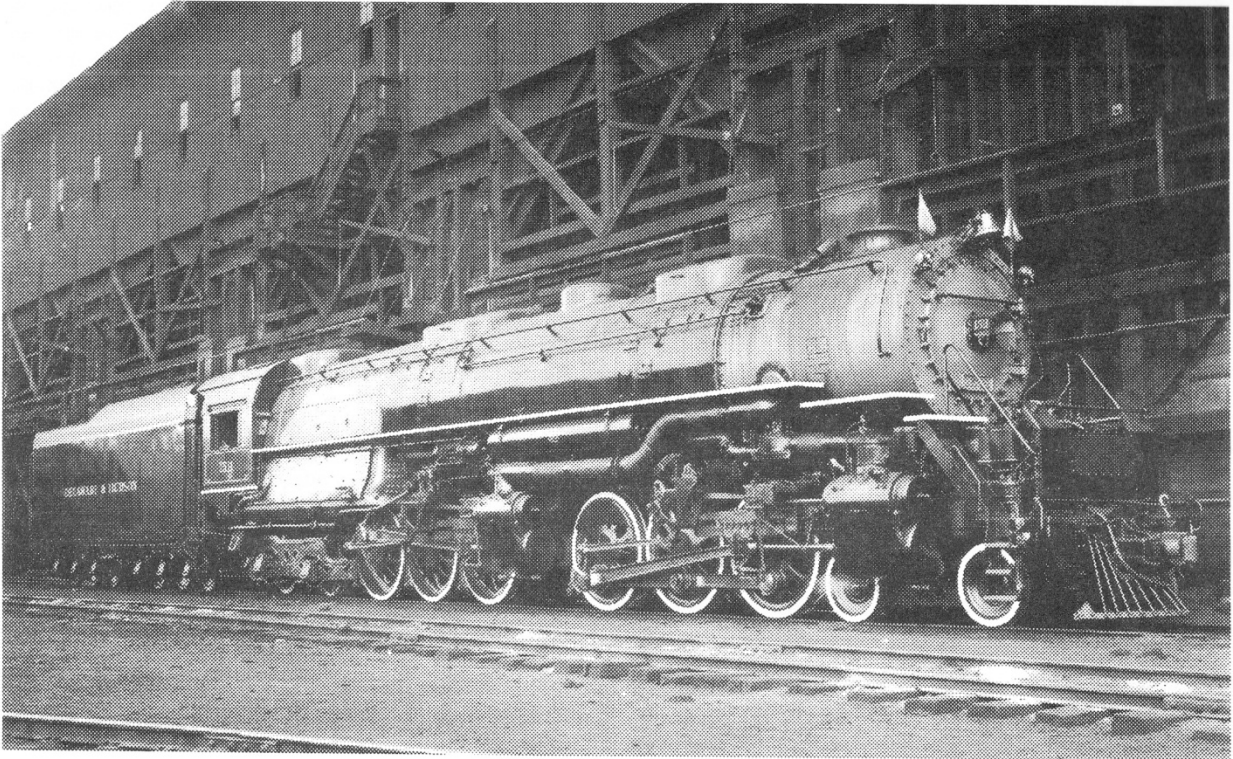
Southward Manual block territory ends at a point 190 feet north of the Tower.

Main tracks between "WC" Tower and "DF" Tower are not equipped with block signals.

(p. 19)

1940

Bridge Line Historical Society Bulletin, January 2016, p. 21:



BLHS *Bulletin* – January 2016

21

"Really clean—possibly freshly outshopped—D&H Challenger 1511 at the coal dock in Carbondale, PA. August 11, 1940 photo by Robert F. Collins. BLHS Archives, Jack MacDonald collection."

The period 1941-1948:

Russell D. Peters worked as a switchman in the Carbondale D&H marshalling yard in the period 1941-1948. He also established and maintained a flower garden in the Carbondale yard.

Given on the following three pages are photographs of that garden that were taken by the Carbondale photographer William J. Nally. The original negatives of those photographs were donated to the Carbondale D&H Transportation Museum in 2015 by John J. Vojick, age 94, of 44 Belmont Street, Carbondale (570-282-2349). John J. Vojick is the brother-in-law of Russell D. Peters (who married Helen Vojick, who was a stenographer/vice president of the Carbondale First National Bank). John J. Vojick, who was born on May 7, 1920, died on August 4, 2016.

The three negatives were/are in a brown paper envelope on which is stamped, in the upper left corner: "WM. J. NALLY / PHOTOGRAPHER / 100 GORDON AVE. / Carbondale, PA., Tel. 1593". With technical assistance from Ken Atkinson (GRAFXPRESS DIGITAL STUDIOS, Scott Township, PA) electronic copies of those negatives were produced. Our thanks to Ken Atkinson for his technical expertise and assistance, which has made it possible for us to present those three photographs here.

The three photographs:

1. *D&H Engine No. 1533, Heading North, in the Carbondale D&H Yard, with Russell D. Peters' Flower Garden in the Foreground*
2. *Russell D. Peters' Flower Garden (Delphiniums and Roses) in the Carbondale D&H Yard. View looking North*
3. *Russell D. Peters' Flower Garden (Zinnias, Roses, and White Picket Fence) in the Carbondale D&H Yard. View looking North*

D&H No. 1533, Carbondale Yard. Photo taken during the period 1941-1948



D&H Engine No. 1533, Heading North, in the Carbondale D&H Yard, with Russell D. Peters' Flower Garden in the Foreground

Carbondale Yard. Photo taken during the period 1941-1948



Russell D. Peters' Flower Garden (Delphinium and Roses) in the Carbondale D&H Yard. View looking North

Carbondale Yard. Photo taken during the period 1941-1948



Russell D. Peters' Flower Garden (Zinnias, Roses, and White Picket Fence) in the Carbondale D&H Yard. View looking North

1976

In May 1976, Trainmaster John Walker of the D&H Hudson Yard said that the diesel shop at the east end of the Carbondale yard would be reopened “in the near future” to test diesels. Here is the announcement that was published in the *Scranton Tribune* of May 11, 1976:

“D & H to Use C’Dale Yard in Testing Diesels / The Delaware and Hudson Railway Monday said it would reactive one phase of its once sprawling marshalling freight yard in Carbondale. / Trainmaster John Walker, of the D&H Hudson Yard, said the carrier plans in ‘the near future’ to reopen the diesel shop at the east end of the Carbondale Yard to test diesels. / Walker said that for the present the move will not result in any substantial hiring. He said it is likely that there will be new employment only for one electrician and one machinist. / ‘The bulk of the crew at the Carbondale Shop will be made up of people now working at the Hudson shop,’ Walker explained. He said that the diesels are now being tested ‘in the open’ at Hudson and this will be done under cover at Carbondale. / The trainmaster said that ICC regulations require that each diesel be tested monthly for pollution emission, brakes, throttle, brake cylinder, electronic components, whistle, bell, among other parts of the power unit. / He emphasized that in the event there is an upturn in employment at Carbondale, the job opportunities will be offered to those furloughed over the past several years. The Carbondale diesel shop last operated some 18 years ago, Walker recalled. / While checking his optimism on any immediate expansion of the Carbondale facility, Walker observed that the shop in Carbondale ‘is a good shelter for this type of testing’ and could conceivably be enlarged at some time in the future. / For the present a new track will be laid at the shop and another will be installed to service the nearby Railtrack Corp. which is linking rails into one long welded section for use by the D&H and other eastern carriers. / Walker said that the D&H had recently acquired 60 additional diesels, including 27 new ones and the remainder from Conrail. The latter include some from the Reading, Lehigh Valley, Penn Central, among others. / In an operational move, the D&H has begun renumbering its freight diesels with numbers in the 7,000 series, with most bearing digits of the 7600 and 7700 series.” (*Scranton Tribune*, May 11, 1976, p. 3)

1978

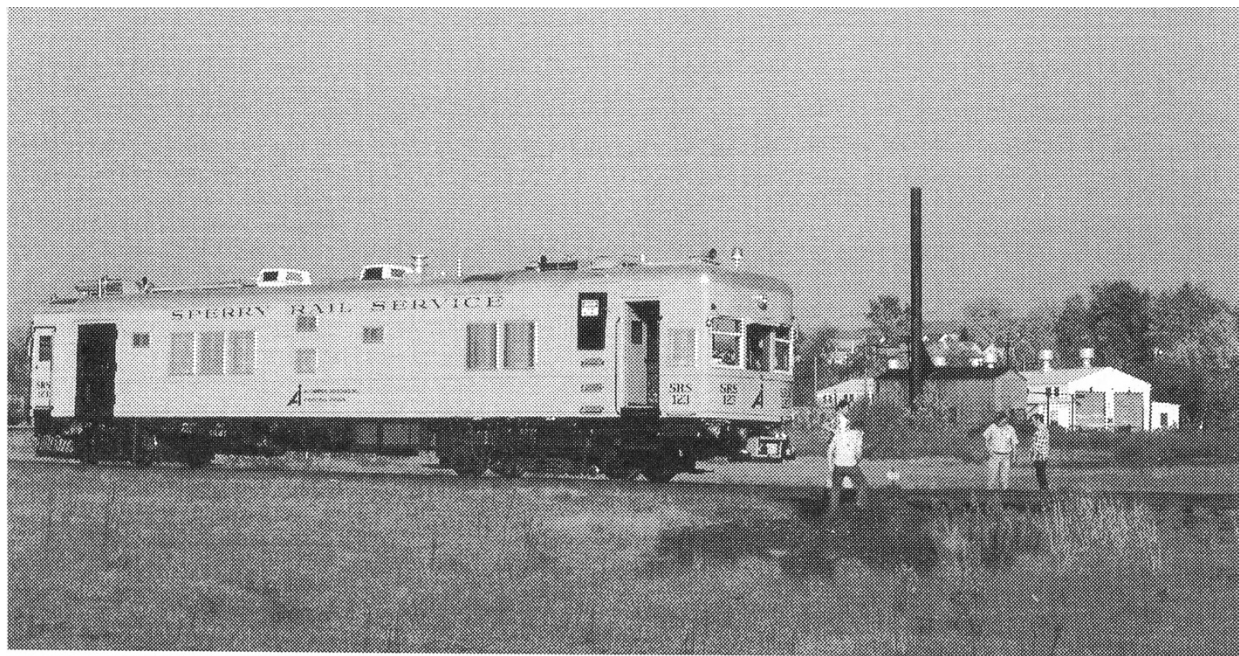
The photo given below is reproduced here from the October 2015 issue (p. 5) of the *Bridge Line Historical Society Bulletin*, where it is captioned as shown below:



"D&H #803 and #801 are two of the three SD45's traded to the Erie-Lackawanna for U33C's, and are shown on train AM-2 northbound a MP A176 in the Carbondale, Pa. yard on July 12, 1978. When the engines returned from the Erie-Lackawanna, the D&H shop forces did a clever minimal repaint job. Photo by Mike Bischak."

1979

The photo given below of the Sperry car is reproduced here from page 21 of the March 2015 issue of the *Bridge Line Historical Society Bulletin*, where it is captioned as shown below:



"Sperry Rail Service rail flaw detector car #123 on the wye in the D&H's Carbondale, Pa. yard, headed for diesel shop in background to tie up for weekend. October 20, 1979 photo by Mike Bischak."

Undated photo of Carbondale Yard:

Carbondale Yard, as Seen from the Viaduct, looking North. Photo from E-Bay, courtesy John V. Buberniak, November 16, 2015.



Coal Pockets

Coal pockets are a plant equipped for the storage and loading of coal. In a railroad yard, such plants were usually called coaling stations or coal docks (where locomotives were fueled up). The earliest coal pockets in Carbondale were located "on the Flats" / in the Carbondale yard, and were functioning in July 1874, and perhaps before that. That we know from an accident report that was published in the July 18, 1874 issue of the *Carbondale Leader*. Here is that report:

"Thomas Smith, a man about forty-five years of age, while attempting to jump on a locomotive near the coal pockets [in the Carbondale yard] on Thursday afternoon, slipped and fell, the wheels of the engine passing over his right ankle, and nearly severing the foot. Dr. C. Burr, assisted by Dr. Ottman, amputated the foot." (*Carbondale Leader*, July 18, 1874, p. 3)

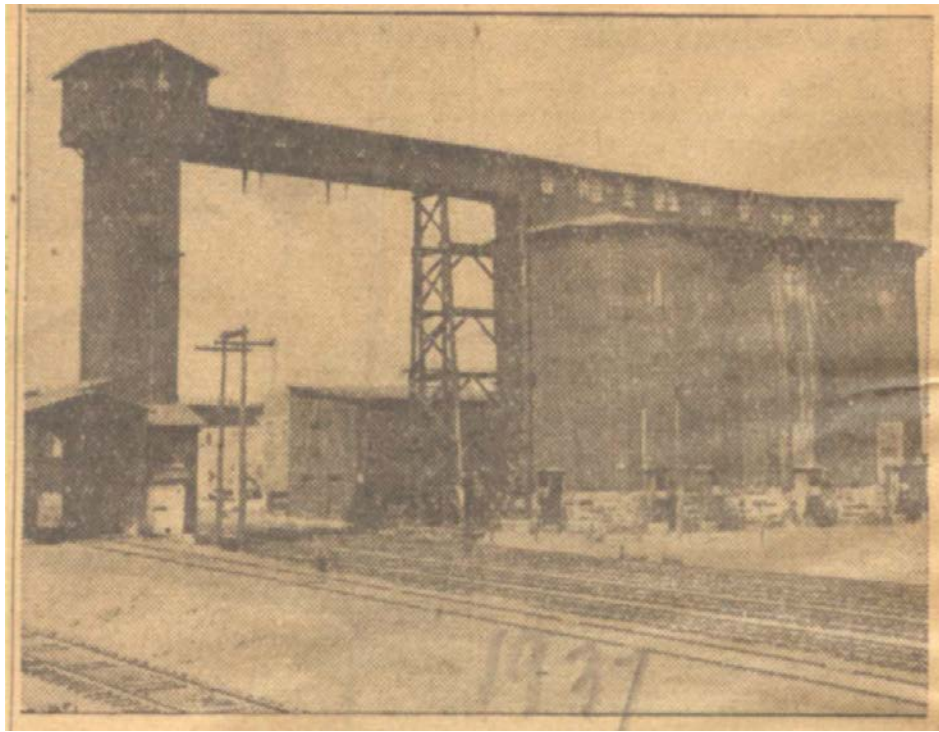
In July 1881, a fire broke out at the D & H coal pockets on the Flats /in the Carbondale yard. The following account of that fire was published in the July 8, 1881 issue of the *Carbondale Leader*:

"A fire broke out at the D. & H. coal pockets on the Flats, last Monday. It is supposed to have been caused by sparks from a locomotive. It was discovered by some boys as it burned through the roof, and they, with the assistance of one or two men near at hand, put it out." (*Carbondale Leader*, July 8, 1881, p. 4)

On September 14, 1888, Walter Penwarden, a young conductor on a D&H coal train, was knocked down and run over by three coal cars near the coal pockets in the D&H yard when he stepped off his train's caboose to the side track known as the Mill road. Here is the account of that tragic accident that was published in a Carbondale newspaper:

“WALTER PENWARDEN’S DEATH. / Three Cars Pass Over Him and He Lives But a Short Time. / A particularly sad accident occurred this morning in the D. & H. yard near the coal pockets. Walter Penwarden, a conductor on a coal train, arrived with his train in the yard about 9 o’clock. He stepped off his caboose to the side track known as the ‘Mill road,’ not noticing three approaching cars, although the brakeman called to him at the top of his voice. The brakeman tried to stop the cars but could not do so in time to save Penwarden’s life. The young conductor was knocked down and three cars passed over his body. Both his legs were cut off and he was injured internally. Dr. Wheeler was called and the young man was taken to the Union depot to await the arrival of an ambulance. He was carried in that vehicle to his home on River street where he died about twenty minutes after meeting his loved ones. / The deceased was held in high esteem by all his acquaintances. He was promoted fast in his chosen calling, holding a responsible position for so young a man. He was about twenty-six years old, and has been married about four years. He leaves a young widow and two bright little children to mourn his loss. The older child is three years of age and the younger an infant. The deepest sympathy is expressed on all sides for the bereaved family.” (newspaper clipping, dated September 14, 1888, in the collection of the Carbondale Historical Society)

Coal pockets for the retail distribution of coal were erected by the Hudson Coal Company coal in 1900 across the Delaware and Hudson Railroad tracks directly below Salem Avenue. A photograph of those chutes was published in a Carbondale newspaper, probably the *Carbondale Leader*, on December 12, 1937. Here is that photograph:



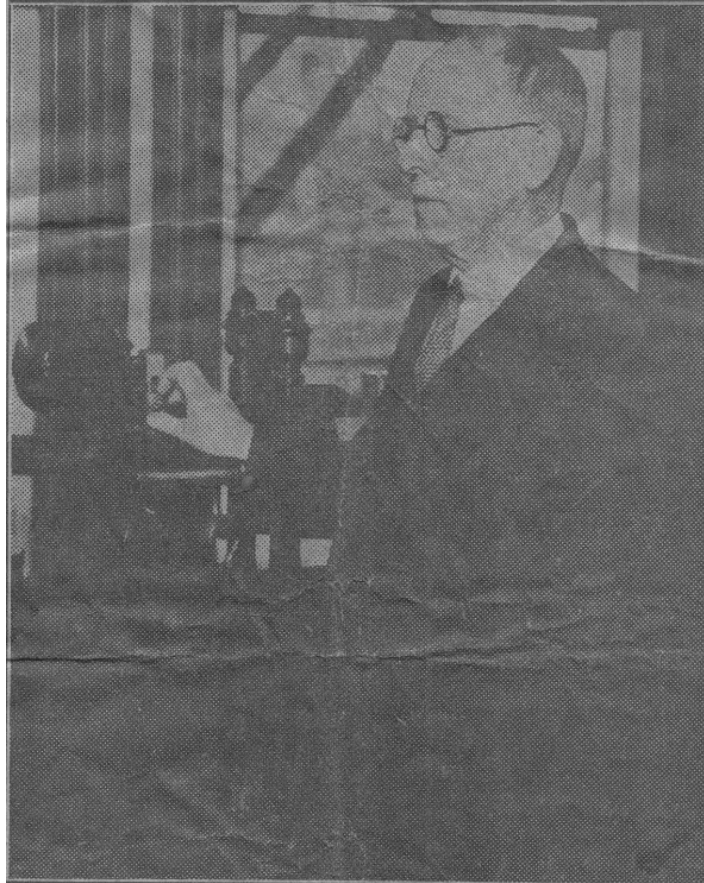
Here is the caption that accompanied that photograph:

"Valley's Oldest Coal Station CARBONDALE, Dec. 12.—The oldest coal selling station of the valley [for the retail distribution of coal] is shown above. It is the Hudson Coal Company chutes across the Delaware and Hudson Railroad tracks at Carbondale, directly below Salem Avenue. Built in 1900, after the station near the Booth Company was abandoned, it has a capacity of 5,000 tons. / It is in charge of Charles H. Norton, 61 Spring Stret [sic], who will round out 50 years of service as a salesman in July, 1938. / An unique part of Mr. Norton's service record is the fact that he succeeded the late Hugh J. Watts, who was first salesman of the company. Mr. Watts began working about 1845 and continued until his death in 1888. / Mr. Watts served the old D & H Coal Company when shipments were sent to Rondout, N. Y. via the old Gravity and canal systems. / 'Our sales are good and we have a modern set of chutes, all prepared for good service,' he commented last night. / Coal is dumped into a pit on a siding near the chutes. It is then hauled into the bins above the chutes by means of conveyer lines. Business so far this year has been very good, Mr. Norton said."

We learn more about Charlie Norton and his career at the coal pockets from an undated clipping, probably from 1929, in the Frank and Kitty Kelly scrap book in the collection of the Carbondale Historical Society. Here is the text on that clipping:

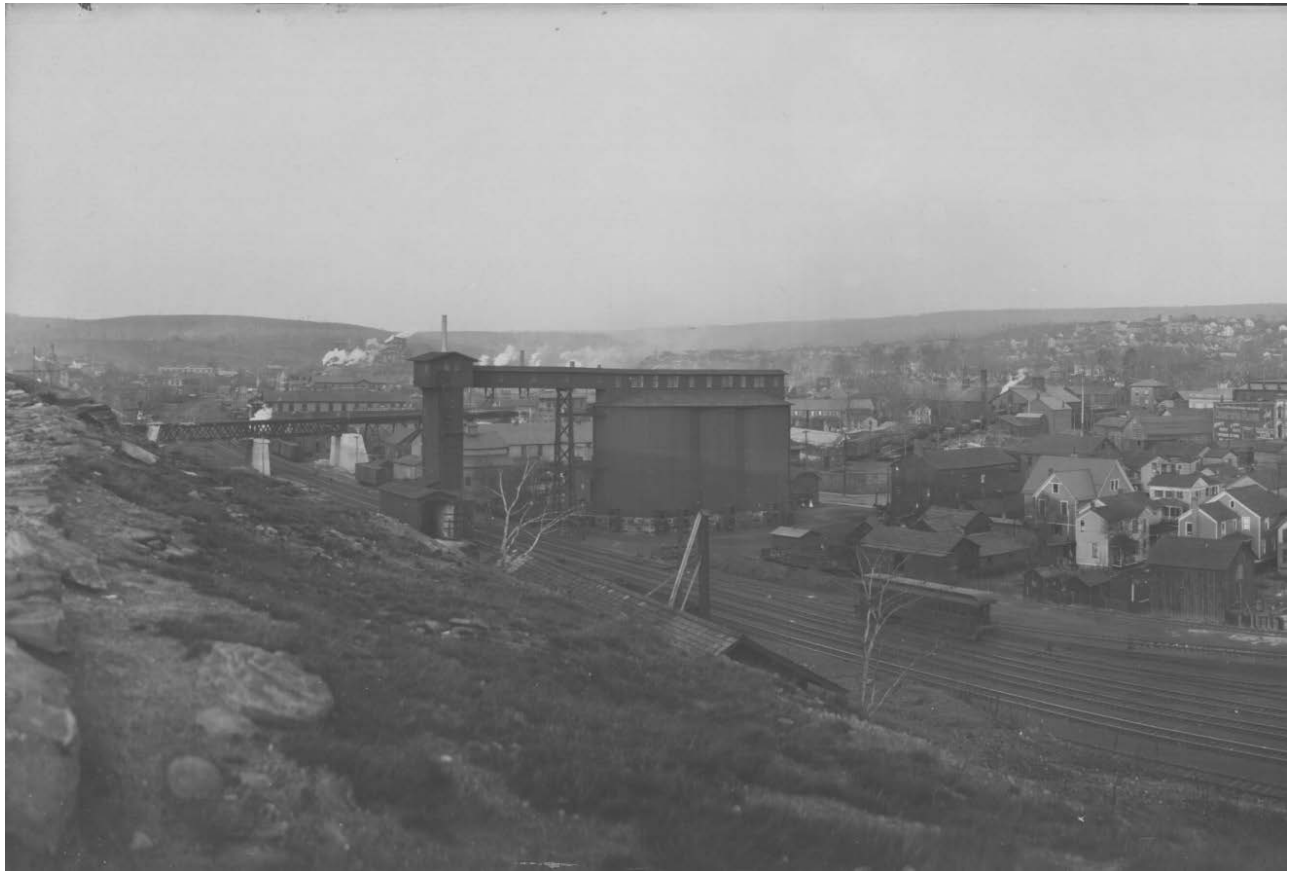
“In Coal Company Service 52 Years / Weighs Most of Output Sent From Carbondale by Company / ‘Charlie’ Norton, Who Started Duties at Age of 14, and Now in Charge of Pioneer City Anthracite Scales, Has Had Interesting Career / By Robert Mang / (*Republican* Correspondent) / CARBONDALE, Oct. 27.—‘Throw on a couple of shovel’s full more, you’re a little under weight,’ how many times during the past forty-one years have these very words been repeated to teamsters and truck drivers as they drove upon the D. & H. scales at Carbondale to weigh their vehicles which were loaded with anthracite. Or, perhaps they were greeted with ‘throw off a shovel full or two.’ / The quoted expressions may be heard any week-day by stopping at the coal scales, River street and Salem avenue, where Charles H. Norton, better known as ‘Charlie,’ carries out his duties as local coal sales agent for the Hudson Coal company, a position he had held for forty-one years. / For more than half a century, to be exact, fifty-two years, Mr. Norton has been an employe of the D. & H. He entered the service when fourteen years of age and his first duties were those of a carrunner and assistant to the weightmaster. Cars of coal which were sent over the Old Gravity road to Honesdale were weighed on the scales which at present are used by the John Booth, Inc., Salem avenue, and it was at this point that the genial sales agent received his first job. / ‘All persons thought they couldn’t live in those days unless they worked for the D. & H.,’ the local man declares when interviewed today. After completing two years service with the company he was appointed as a relief weighmaster and traveled to the various collieries. On July 1, 1888 [1888 + 41 years = 1929, probable year of this clipping], he was named as local coal sales agent, succeeding the late Henry Watts, who died a few months previous to that time. / ‘Charlie,’ in connection with his duties as sales agent, handles the scales for the weighing of nearly every ton of anthracite that moves from the Carbondale coal chutes of the ‘D. & H.’ to customers in this city and surrounding territories. The present scales headquarters and the coal pockets were built in 1902 [emphasis added], the year of the big strike of the company’s mine workers. / Mr. Norton, after completing the eighth grade in the public schools, began his career with the railroad and mining company. He attended night school for two years after accepting employment. Born in Carbondale on Nov. 27, 1863, he always has made his home here. His parents, James Norton, and Mary Connor Norton, were born in Pleasant Mount, Wayne county. Mr. Norton and his wife, formerly Miss Catherine McCawley, Scranton, make their residence at 61 Spring street.”(undated clipping, probably from 1929, in the Frank and Kitty Kelly scrap book; the photograph given below, by “Prestwood, *Republican* Staff Photo,” of Charles H. Norton accompanies the article)

The photograph given below is of Charles H. Norton at work. This photograph was taken by "Prestwood, *Republican* Staff Photo."



Charles H. Norton

Coal Pockets, across the Delaware and Hudson Railroad Tracks at Carbondale. Photograph donated to the Carbondale Historical Society in February 2013 by Joe Durso, Carbondale.

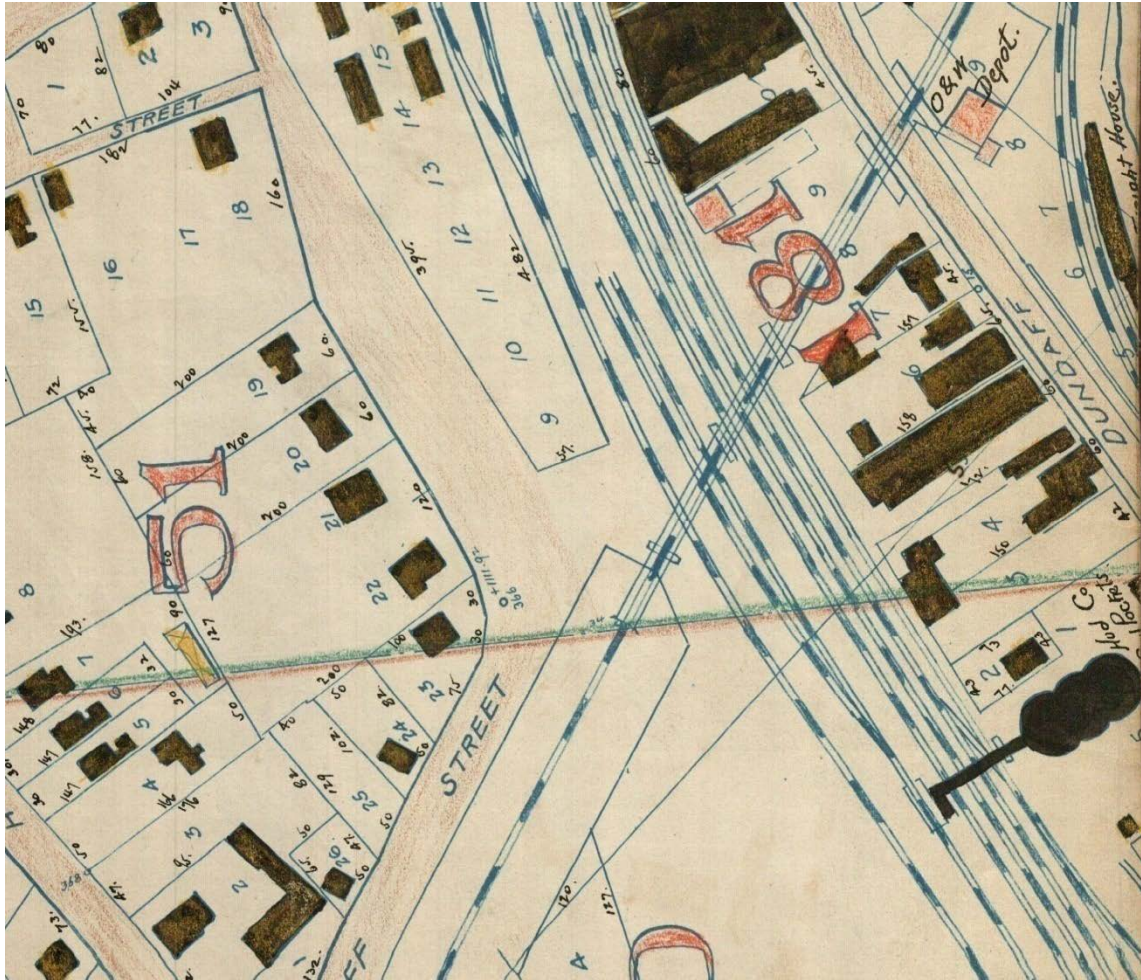


The photograph given above of the coal pockets is a detail from a panoramic view of Carbondale by W. I. Ross Photo Co., Scranton, PA.



View of Carbondale, showing Coal Pockets across D&H Tracks. Post card in the collection of the Carbondale Historical Society.

D. & H. Coal Pockets, as shown, lower right, on the *Map of the City of Carbondale Lackawanna County, Pennsylvania, 1909, From Actual Surveys By and Under the Direction of George William Tappan*, Scranton, PA, October 18, 1909.



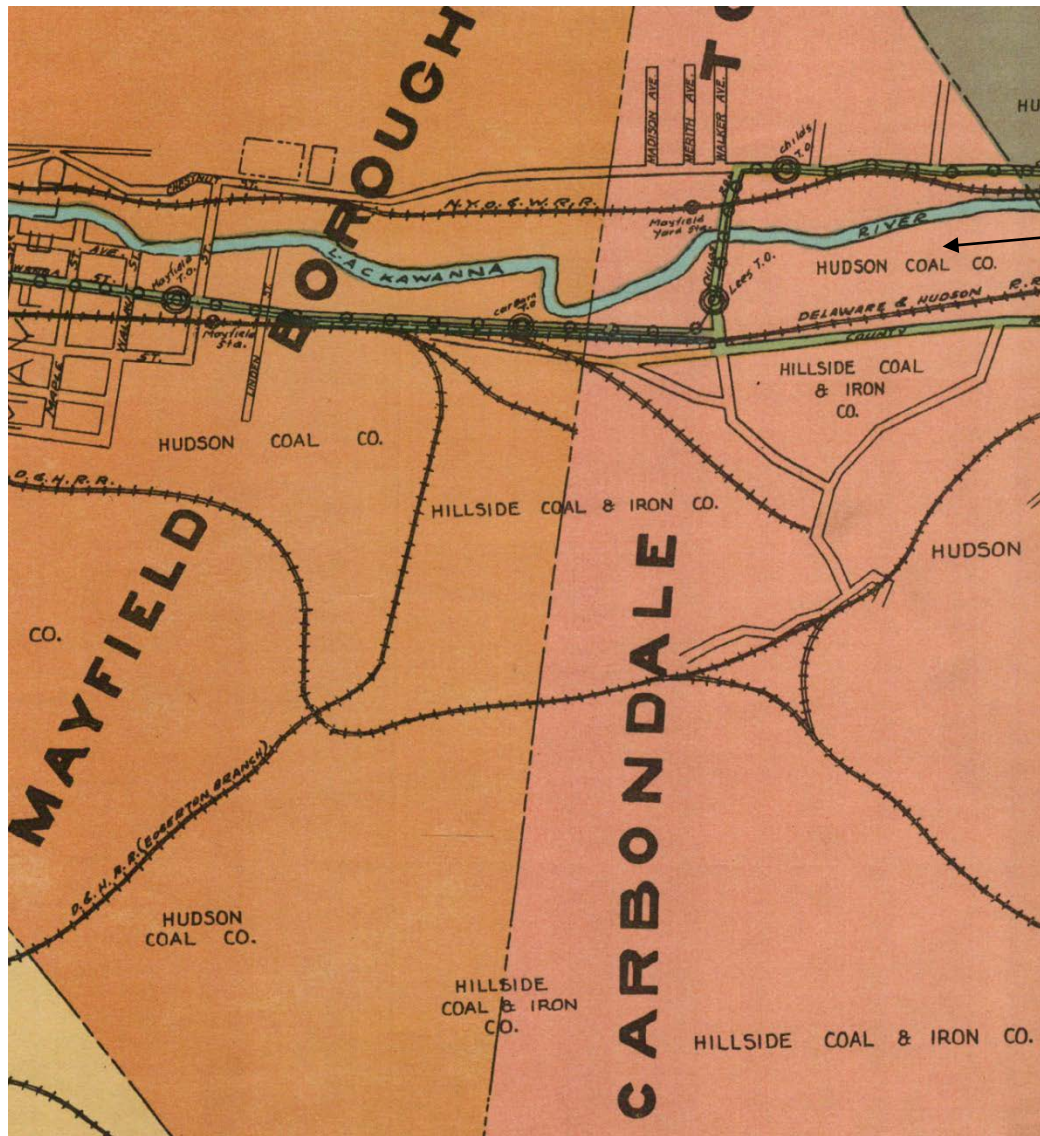
The names of the employees at the Carbondale D&H Coal Pockets in the D&H yard who gave to the GAR Monument Fund in 1885 were announced in the *Carbondale Leader* of April 17, 1885, p. 1:

ACKNOWLEDGEMENTS.	
Up to the date of this paper the following contributions to the Monument fund have been received:	
STEAM RAILROAD.	
David Jones, \$ 50	Herman A. Faatz, 50
P. R. Vandermark, 1	Wm. Clum, 1
John Brink, 1	Richard Burnett, 50
John Gills, 50	Homer Hutchins, 3
Milo Gardner, 1	Thomas S. Ayers, 50
M. W. Callender, 50	Thos. H. Davis, 50
Jno. Maxwell, 1	A. W. Bayley, 50
Jno Kelly, 1	James Lindsay, 50
Andrew Hiatel, 1	Sam'l G. Cobb, 1
Chas. Schuster, 1	Frank Coon, 1
Jno E. Mack, 1	James Gallagher, 1
S. F. Lingfelter, 50	Ed. F. Atkinson, 1
W. H. Brokenshire, 1	Jerry Moyles, 1
G. H. Dimock, 1	Henry Schenzer, 50
Wm. White, 1	Joseph Stafford, 1
Dan'l N. Swan, 1	Benj. Dimock, 50
Thos. Winn, 50	
Total, \$28 50.	
JACOB EITEL, Collector.	
D. & H. POCKETS.	
A. W. Pentecost, \$1 00	Frank Sloan, 50
E. A. Dilts, 1	Jacob Leibrum, 50
Chas. Campman, 1	Francis Tonkin, 50
A Friend, 50	Martin Gessler, 50
A Friend, 50	E. B. Whitney, 50
Levi Cyphers, 50	Michael Pender, 50
Pat'k Gunnellia, 50	Thomas Morris, 50
Edward Bunting, 50	W. J. Wallis, 50
U. G. Cole, 50	Geo. Conbeer, 50
Wm. Arthur, 50	Mich'l McDonough, 50
Wm. Ramsden, 50	Jas. Williams, 1
Jas. Brennan, 50	Wm Seely, 25
Thomas Smith, 50	Martin Toolin, 50
Thomas Horner, 50	Seldon Seely, 25
L. Smith, 50	John Roach, 25
Theo. Regan, 50	
Total, \$16 75.	
GEO. PORTER, A. W. PENTECOST, Collectors.	
GENERAL CONTRIBUTIONS.	
C. R. Clark, paid,	\$5.00
John Conyne,	2.
Wm. S. Frank,	1.
Wm. L. Frank,	.50
Walter D. Frank,	.50
Total acknowledged to-day, 54.25	
Previously acknowledged, 3,677.61	
Grand total, \$ 3,731.86	

D. & H.
Pockets

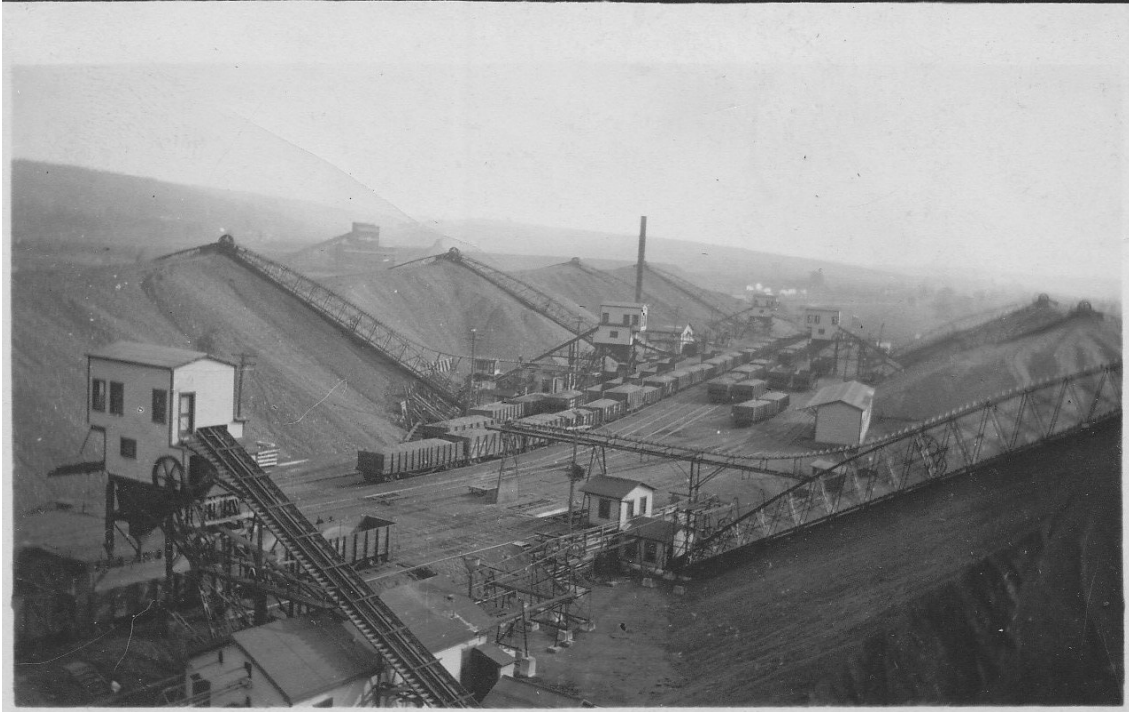
Duffy's Field in Carbondale Township

Duffy's Field was a coal storage facility in Carbondale Township. Given below is a detail of *Map of Scranton and Adjacent Territory Lackawanna Valley* by Dolph & Stewart, n. d. Duffy's Field was located in Carbondale Township, in the area through which the County Road (Lower Pike Street, south of Besten Automotive) passes. On this map, the area where Duffy's Field was located is named "Hillside Coal & Iron Co."



Duffy's Field was located in this general area.

The coal stored at Duffy's Field was shipped mostly south in trainload lots, for loading on ships to foreign destinations. This facility was served off the "slow track" (the two outside tracks on the four-track system extending south from Carbondale were "slow tracks" that were designated primarily for use by the mine run crews, and for storage purposes; the two middle tracks were for through freight use). Here are nine excellent photographs of Duffy's Field that are in the collection of the Carbondale D&H Transportation Museum. These nine photographs, all of very high quality, are the only photographs that are known to exist of Duffy's Field.



“DF” Tower, Carbondale:

(The Delaware and Hudson Railroad Corporation / Pennsylvania Division / Time Table No. 33 / Effective Sunday, Sept. 25th, 1938 at 12:01 A.M. . . For the Government of Employes Only, p. 18):

“DF” Tower, Carbondale

The track located west of main tracks between “DF” Tower and the lead switch to Duffys Field Storage is designated as a yard running track.

Trains or engines desiring to proceed northward on yard running track from Duffys Field to “DF” Tower must receive authority to do so from the switchtender at “DF” Tower.

Trains or engines desiring to pass over switches at “DF” Tower, will proceed when given proper hand signal with green flag by day or green lamp by night.

D&H Buildings or Structures in (or near) the Carbondale Yard

1. D&H Office Buildings

"Occupy New Office Building / New Office Building at Carbondale, Together With Old Structure, Which It Resembles, Will House All of Carbondale's Office Forces." *The Delaware and Hudson Company Bulletin*, July 1, 1928, pp. 101-102.

The 1859 D&H Office building is on the left; the 1928 building (completed in April 1928) is on the right. The two buildings are connected by a tunnel, which provides passage for persons, wires, and pipes. See Volume III in this series, Section 5927: The Gravity Shops in Carbondale (Part I, up to 1864), and Volume V, Section 9927: The Gravity Shops, Part 2 (1865-present)

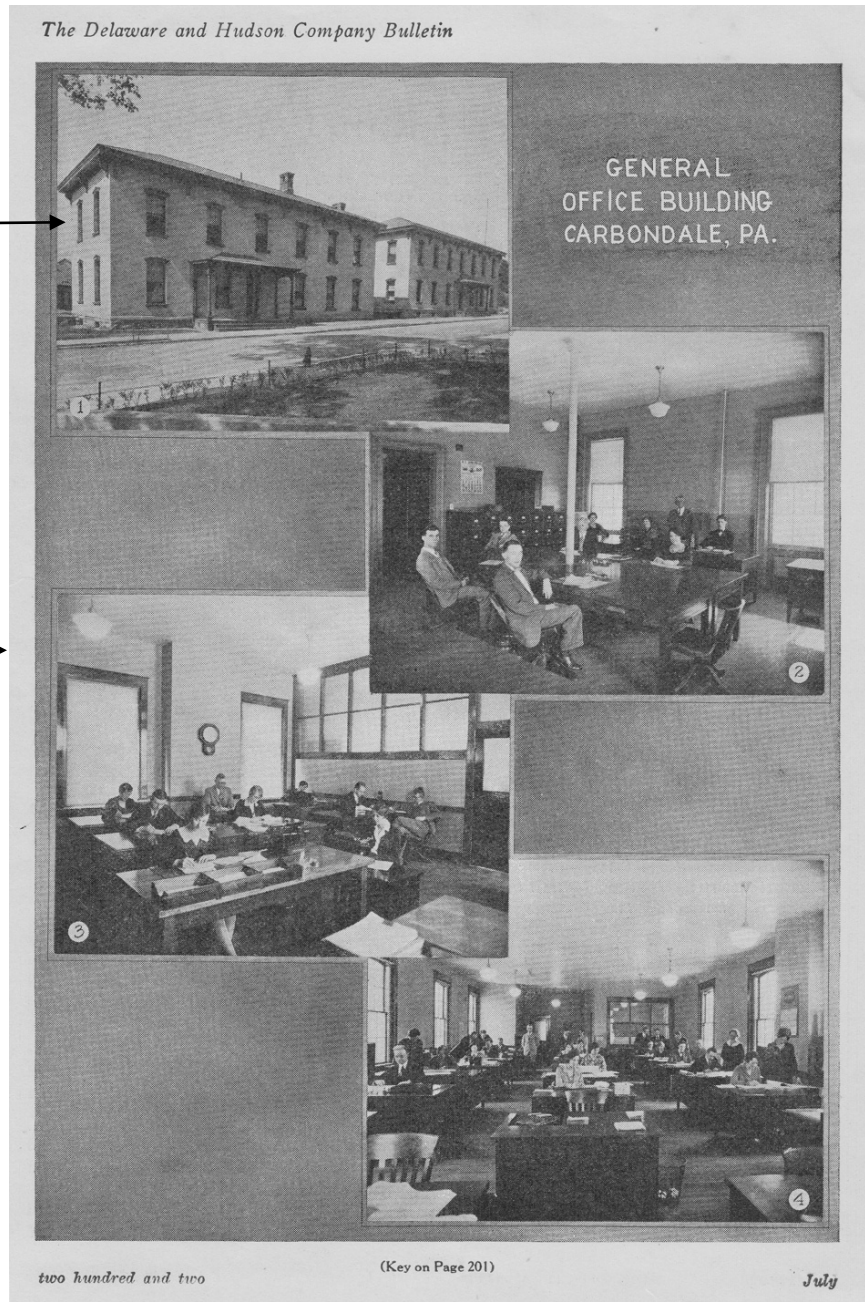
Key to Photographs:

(1) Outside View,

(2) Timekeeping Office,

(3) Division Engineer's Office,

(4) Division Accountant's Office



2. *D&H Railroad Office Force in September 1914.* Photograph in the collection of the Carbondale Historical Society.



Left to Right: Fred Rhodes, George Kase (in left rear corner), Dave Buckley, Henry Saunders (standing), Louis Beck, Elmer Dix, Mr. Novook, Henry Tonkin, Harold Olver and Wiltse (?) Saunders.

Left to Right: D. & H. Railroad Office Force in Sept. 1914
 Fred Rhodes, George Kase (in left rear corner), Dave
 Buckley, Henry Saunders (standing), Louis Beck, Elmer Dix,
 Mr. Novook, Henry Tonkin, Harold Olver and Wiltse
 Saunders.

3. *D&H Motive Power World War I Welcome Home Arch.* Photograph donated to the Carbondale Historical Society in February 2013 by Joe Durso.

The well known—and much talked about—sundial on North Main Street, Carbondale.



The text on the sign on the wagon reads: “The D. & H. MOTIVE POWER Dept. / WELCOME THEIR HEROES / “D&H” FEDERATED TRADES “D&H”. The D&H office building in the background is the 1859 building; the 1928 building (built on the north side of this building in 1928) is not seen in this photograph (which tells us that this is a World War I photograph and not a World War II photograph).

4. *Gravity Stores Building, Gravity Shops Area, Carbondale.* Photo in the collection of the Carbondale D&H Transportation Museum.



Gravity Stores Building, Gravity Shops Area, Carbondale

5. *D&H Machine Shop, circa 1904-1911*. See note below photo from Janice Bly.



Letter from Janice Bly, 31 Louisa Street, Binghamton, NY 13904, dated August 9, 2004: "I have two pictures to donate [to the Carbondale Historical Society]. / My father, Robert Lee Harvey [July 11, 1887—March 23, 1972, second from the left in the front row of the above photo] and mother Lulu (Merrick) Harvey were both born and raised in Carbondale before moving to the Mid-west and eventually back to Binghamton. We then visited Carbondale once a month for years. / These pictures are of my father as an apprentice [machinist], when he was 'serving his time' of 4 years. One [of the two pictures] shows clearly the D & H Railroad machine shop [photo given above] with [my father] and his fellow apprentices. / The picture would date between 1904-1911, as he was born in 1887, and was a full-fledged machinist by 1911, as he went to work in Silvis, Illinois for the Rock Island Railroad. The Silvis, Ill. Machine shop

was the terminal for the Rock Island. / I have his [machinist's] certificate, and am trying to find it, to send it along. / I am 84 years of age and would like to see the pictures secure. He would be delighted. / Right now I'm attempting to find someone to hand deliver them to you. / Sincerely, Janice (Harvey) Bly."

Second letter, with the two photographs shown here, above and below, from Janice Bly, received August 24, 2004, in which she states: "It gives me great pleasure to donate the two machinist photos to your museum. / . . . In the small photo [shown below] Robert is third row, 2nd from right. / . . . In the large photo [shown above] Robert is front row, 2nd from left. His uncle, Joseph Shearer, is standing in the doorway. I think he was foreman or Master Mechanic, and it is definitely D&H. . . . I do know that the photos are from approx. 1905-1911. / . . . Thank you for your Carbondale Historical Society Museum. Robert would be delighted! / Sincerely, / His daughter, Janice."



Freight Stations

The D&H freight stations in Carbondale (see above) were surely busy and efficiently run components of the D&H system. To get an idea of how a freight station operated, let's take a look at the D&H freight operations in Scranton and Wilkes-Barre.

A new D&H freight facility on Wyoming Avenue at Pine Street in Scranton opened on February 5, 1931 (the old facility was at 47 Lackawanna Avenue). Here is a description of that facility and its operations that was published in *The Delaware and Hudson Railroad Bulletin* of February 15, 1931, pp. 56-57, 61-62:

“New Delaware and Hudson Freight Facilities at Scranton Located on Wyoming Avenue at Pine Street, in the Heart of the Business District, This Modern Plant is Designed to Handle Package and Bulk Shipments With Characteristic Promptness, Efficiency and Convenience / With the opening for business, February 5, [1931], of our new freight facilities at Scranton, Pa., including a modern freight house, paved delivery yard for handling carload lots, and a ramp for loading and unloading automobiles, the Delaware and Hudson Transportation Department force at that point was placed in a position to adequately meet the growing needs of a progressive city. / For two days, February 2 and 3, the new quarters were open to the public, at which time hundreds of people, including representatives of the Chamber of Commerce and leading commercial and industrial establishments of the city, inspected the facilities. Many favorable comments were expressed regarding the design and construction of the plant, which is modern in every respect. / The new terminal is located on Wyoming Avenue, at Pine Street, approximately three-quarters of a mile from the old structure at 47 Lackawanna Avenue. The present location is particularly advantageous in that it is in the heart of the business section of the city, numerous large whole wholesale houses clustering about it. This will enable the Delaware and Hudson to serve to better advantage both its L. C. L. shippers and those who wish to handle carload shipments at this point. / The freight house lies between Wyoming Avenue and the eight tracks which form the Delaware and Hudson Yard at that point. It is of red brick construction, set on a concrete foundation, with a large concrete court between it and the street. At the front of the structure is a two story building providing office space for the agent and his force. . . / The freight house proper, extending to the south from the office building, is 296 feet long by 35 feet 4 inches wide. It is divided by brick fire walls into three approximately equal sections. . . / The freight doors, of which there are ten on each side and three at the south end, are what is known as Cornell steel fireproof rolling doors, which open vertically. / The freight house platform, extending the entire length of the building, on the west side, is 367 feet long by 10 feet wide. It rests on concrete piles, the floor being of heavy wooden construction. Adjoining it are two house tracks, each with an approximate capacity of ten cars, in the construction of which steel ties were used. A third track can also be used as a house track, with a similar amount of room, if needed. / Facilities for the handling of carload shipments are provided west of the freight house, where there are two more tracks accommodating fifteen or more additional cars. Between the tracks there is a concrete pavement, with approximately 10,000 square feet of space for handling trucks,

which, though irregular in shape, is, for the most part, fifty feet in width. / Special provision for the handling of automobile shipments was also made in the construction of a ramp just south of the station. / The four yard tracks and one spur at the latter location will provide space for 45 cars in addition to the newly created track room at Wyoming Avenue. . .”

Here is the complete article about the D&H freight facilities in Scranton as published in *The Delaware and Hudson Railroad Bulletin*, February 15, 1931, pp. 56-57, 61-62:

New Delaware and Hudson Freight Facilities at Scranton

*Located on Wyoming Avenue at Pine Street, in the Heart of the Business District,
This Modern Plant is Designed to Handle Package and Bulk
Shipments With Characteristic Promptness,
Efficiency and Convenience*



No Waiting in Line With all These Doors!

those who wish to handle carload shipments at this point.

The freight house building lies between Wyoming Avenue and the eight tracks which form the Delaware and Hudson Yard at that



The Agent's Force Occupies This End

between any two inside stations, or any station in the building with an outside number. There is one other control in the building, located in the foreman's office, for use at night when one man will handle the business

New Delaware and Hudson



No Waiting in Line With all These Doors!

*Located on Wyoming Avenue at Pine
This Modern Plant is Designed for
Shipments With Complete
Efficiency*

those who wish to handle carload shipments at this point.

The freight house building lies between Wyoming Avenue and the eight tracks which form the Delaware and Hudson Yard at that

WITH the opening for business, February 5, of our new freight facilities at Scranton, Pa., including a modern freight house, paved delivery yard for handling carload lots, and a ramp for loading and unloading automobiles, the Delaware and Hudson Transportation Department force at that point was placed in a position to adequately meet the growing commercial needs of a progressive city.

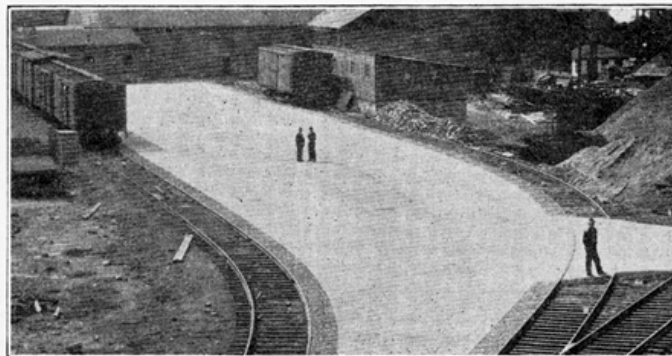
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point. It is of red brick construction, set on a concrete foundation, with a large concrete court between it and the street. At the front of the structure is a two story building providing office space for the agent and his force.

As one enters the building from the north or office end, the cashier's office is on the right. Two windows are provided for the convenience of patrons having business to transact. Like all the other office and hall space, this room has maple flooring and light gray plastered walls, the lower half being of a trifle darker shade.

One set of controls of the private branch exchange dial telephone system which connects the eight stations inside the building with three outside trunk lines is located in the cashier's office. By this system independent connections can be made



Concrete-paved Bulk Delivery Yard

Freight Facilities at Scranton

*Pine Street, in the Heart of the Business District,
designed to Handle Package and Bulk
with Characteristic Promptness,
Efficiency and Convenience*

between any two inside stations, or any station in the building with an outside number. There is one other control in the building, located in the foreman's office, for use at night when one man will handle the business of the department. The balance of the equipment necessary to operate the system is located in the basement.

A dumb waiter, with two compartments, connects the cashier's office with the office of the agent's force on the second floor. By this means waybills and correspondence can be interchanged between the two offices thus saving time and inconvenience. In addition to the telephones a speaking tube is used for direct communication between these two offices.

Directly in back of the cashier's quarters, an office is provided for the foreman, a third room being devoted to the use of the freight house checkers.

A wide hallway, running through from the front door to the freight house, separates the rooms on



The Agent's Force Occupies This End

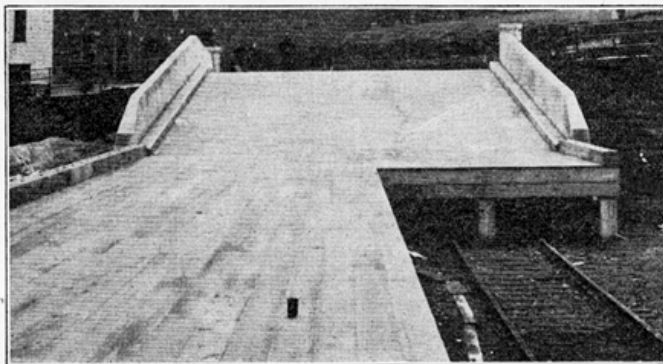
either side of the building. Midway of the hall is the staircase leading to the offices on the second floor. Provision is made in the hall for fire protection and a drinking fountain projects from the east wall.

The agent's office is located on the first floor at the front on the left side, furnishing him ample desk room and natural illumination. Adjoining it to the south is the men's lavatory, while in the rear is the perishable freight room, a space which is devoted to the temporary storage of shipments which might be damaged by excessive cold in winter.

The floor space upstairs is devoted in its entirety to the use of the agent's force, with a conference room provided in the northeast corner, and two cloak rooms and a ladies' room in the southwest corner.

The basement, which is of the same area as the two floors above, is likewise divided by a hallway extending its entire length. On the east side the floor space is devoted to storage room for records. On the opposite side in front is a limited space for storage; a binding machine for use in preserving records; a 30-ton coal bin supplied from a chute leading in from the first house

(Turn to page 61)



Ramp for Handling Automobile Shipments

Scranton Freight Facilities

(Continued from page 57)

track; and, in the extreme rear, the boiler room for the steam heating system.

The freight house proper, extending to the south from the office building, is 296 feet long by 35 feet 4 inches wide. It is divided by brick fire walls into three approximately equal sections. Two fire hoses are placed in advantageous positions in each unit. There is a telephone station at the south end of the third section and an electric scale in each of the first and third.

These scales, the first to be installed on the system, are what is commercially known as the

The freight doors, of which there are ten on each side and three at the south end, are what is known as Cornell steel fireproof rolling doors, which open vertically. Similar doors connect sections one and two, and two and three. Over each is a window to furnish natural illumination, in addition to a row of closely spaced drop lights on each side of the house. Three heavy fireproof doors provide access to the freight house from the offices.

The freight house platform, extending the entire length of the building, on the west side, is 367 feet long by 10 feet wide. It rests on concrete piles, the floor being of heavy wooden construction.



Left: Interior of Freight House, showing Electric Scale at left.

Right: File Room in Basement, Selector Box of Dial Telephone System on right.



Howe electric scale with a "Weightograph" attachment. In operation they are quite different from most of the equipment which has long been standard in railroad freight houses. To weigh an object, such as a parcel of merchandise or other freight, the article is placed on the platform as usual. A small lever, over the arm graduated to show the various weights, is then thrown back, closing an electric circuit. This automatically illuminates a small screen on which the weight is flashed as the light passes through a film on which the various weights are instantaneously recorded. The scale, which can also be operated in the same manner as a standard scale if necessary, is graduated from 10 to 10,000 pounds.

Adjoining it are two house tracks, each with an approximate capacity of ten cars, in the construction of which steel ties were used. A third track can also be used as a house track, with a similar amount of room, if needed.

Facilities for the handling of carload shipments are provided west of the freight house, where there are two more tracks, accommodating fifteen or more additional cars. Between the tracks there is a concrete pavement, with approximately 10,000 square feet of space for handling trucks, which, though irregular in shape, is, for the most part, fifty feet in width.

Special provision for the handling of automobile shipments was also made in the construction

of a ramp just south of the station. This is approached from Wyoming Avenue over a concrete driveway. Here three cars can be spotted so as to permit the unloading of all three from the side doors, or two from the side and a third from the end.

With the installation of the agent and his force in their new quarters, the old freight station, insofar as less than carload shipments are concerned, was abolished. All L. C. L. freight will now be received and delivered at the Wyoming Avenue house. However, the facilities for handling carload lots at Lackawanna Avenue, will continue in use.

The four yard tracks and one spur at the latter location will provide space for 45 cars in addition to the newly created track room at Wyoming Avenue. A force of three men will be maintained at Lackawanna Avenue to make the necessary business transactions at that point, where great quantities of perishables are handled. The interchange of cars with the Delaware, Lackawanna, and Western Railroad will also be greatly facilitated, inasmuch as this has been done at Wyoming Avenue for many years.

The provision of these improved facilities in Scranton evidences the wholehearted effort being made by our Company to establish a firm feeling of good will between itself and its patrons, and a sincere desire to furnish them the best possible service.

Wilkes-Barre Freight Transfer Platform

Here is an excellent description of the D&H freight operations in Wilkes-Barre, as published in *The Delaware and Hudson Company Bulletin*, October 15, 1928, pp.313-317.

The Freight Transfer Platform

*How Freight is Handled at Our Transfer Platform at Wilkes-Barre is Very Clearly
Explained by Our Agent at That Very Busy Point*

By E. J. BRENNER, Agent, Wilkes-Barre, Pa.

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A TRANSFER platform can be likened to a terminal yard. In the latter case, the principal work is the classification of cars for movement in trains or for delivery to connecting lines, whereas, in the former case, the work consists mainly of classification of freight in cars for other Transfers, Stations, or for way freight service, and is then placed in trains for necessary movement. In other words, a transfer platform is a place of distribution for package freight. Wilkes-Barre platform is 864 feet long and 10 feet wide with the exception of a small part of platform directly adjacent to the warehouse, which is five and one-half feet wide. There are five tracks serving platform, three on the east side holding twenty cars each and two on the west side holding fourteen cars each, making a total spotting capacity of eighty-eight cars which when spotted up includes on an average, forty loaded cars placed to be worked, thirty-six empty cars placed for outbound loading and twelve setbacks which represent cars not containing sufficient tonnage to warrant movement, total number placed varies according to spotting conditions.

Three tracks are switched, starting from the noon period, to remove the cars made empty and cars O. K. for movement and to place additional loads and empty equipment for the afternoon operation. Recently an arrangement was made whereby Track 5 would be switched between ten and eleven o'clock a. m. The extra switching of this track is necessary in order to provide sufficient work to run until noon and so that loaded cars would be spotted to start operation of platform promptly at 1 p. m. During the night, the entire platform is switched and a new complete set-up made on all of the tracks. At present we work a daily average of sixty-five inbound loads and forward sixty-three outbound loads. On the lower end of Tracks 1 and 2, there are five empty cars placed on each track. The empties on Track 1, are used for making up cars for Scranton, Lackawanna Avenue and Wyoming Avenue, Plymouth, Parsons and Olyphant, and Track 2, for Peckville and Dickson, leaving three empties

for any additional Pennsylvania Division loading which may be necessary. There are twenty empties placed on Track 3, on which the three lower cars are used for way freight service loading, one for Pittston, and the balance for loading to the following points: C. N. R., Rouses Point, D. & H., Rouses Point, Plattsburgh Rutland, B. & M., Mechanicville, Boston, Mass., Portland, Me., Mechanicville, D. & H., Binghamton, and the head car for Carbondale. The additional empty cars for overflow makeups. On Track 4, fourteen empties are placed for loading freight to and via the Capitol District, comprising the following principal points: Worcester, Mass., Springfield, Mass., Pittsfield, Mass., Albany City, Troy City, Glens Falls, Schenectady, D. & H., Schenectady G. E. Company, and Oneonta, and the head car for Honesdale, Pa. The extra empty cars are used for additional overflow makeups. Cars on Tracks 3 and 4 are made up to match as far as possible the manifest trains. The empty assignment just mentioned, is not sufficient to cover our daily requirements, consequently, it is necessary to utilize the empties made from loaded system northern or eastern ownership cars placed for unloading. Twelve additional empties are also placed during the noon switch.

It is essential that prior to loading, that all of these empty cars be thoroughly cleaned, prepared and looked over for any bad leaking roofs. I might mention that this latter condition cannot always be definitely determined until the cars are exposed to the rain, etc., as an interior inspection does not develop this condition in all cases. We, however, endeavor to have cars put in the best possible condition to insure safe transportation of the freight. The refuse removed from these empty cars is hauled away by an ash man with whom special arrangements have been made by our Company to perform this work and we average between eighteen and twenty-four loads of refuse per month.

Wilkes-Barre Transfer is now primarily a northbound transfer, as no southbound freight for our connections at Wilkes-Barre is handled with the exception of a small amount of tonnage for

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the Lehigh Valley Railroad, which was formerly moved by their motor truck to their Wilkes-Barre Station, and is now loaded in box cars direct to their City Station. About ninety-five per cent of the tonnage handled at the platform is transfer freight and five per cent local Wilkes-Barre inbound and outbound tonnage. A freight station located in connection with a transfer is able to give better service on its local L. C. L. business on account of the through cars of merchandise received containing in part the city freight and account of a wider classification on outbound business which insures more direct loading to destination.

The personnel of the Transfer Platform consists of one foreman, one assistant foreman, one classification clerk, one tonnage clerk, two invoice or waybill clerks, four stevedores, one re-cooper and car sealer, one car cleaner and six gangs, each comprising a checker, loader and four truckers.

After the assistant foreman has taken a record of cars on platform tracks also the seal records of such cars, and has checked off the waybills, the spot or loading numbers are then assigned to the cars following which the classification clerks insert on the waybills the loading number and designate on what track car is placed and location thereon. The sets of waybills are then turned over to the check clerks, so that they can proceed to work the cars. This eliminates the possibility of any guess work on the part of the check clerks as to the proper cars freight should be loaded into. After the checkers have completed working and checking contents of a car, the waybills are turned over to the tonnage clerk, who draws off the total tonnage which is used in computing their earnings. The new car numbers into which the freight has been loaded, and the transfer stamp is then placed on each waybill, after which waybills for shipments destined to points beyond the Pennsylvania Division are listed on the invoice of waybills. Any exceptions noted against shipments are shown thereon. These invoice of waybills are used principally for freight tracing purposes. The proper and careful checking of freight is very important and necessary, in the protection of our Company's interest as this procedure is in reality, receipting for freight as received from connecting lines, and their check indicates whether such freight was received in good condition and has a great deal to do in placing the liability between the carriers involved, as a clear check on a waybill is an acknowledgement that freight billed thereon has been received in good order. Therefore, it demonstrates the ne-

cessity that accuracy and the greatest possible care should be exercised in this direction. And, in addition, if they adhere strictly to instructions governing the use of the double ballot system, by securing in all cases the return ballot and memo ballot given to truckers when they receive the loads, there will be very little opportunity for any erroneous loading of freight.

It is also imperative that receiving clerks in the warehouse should be in possession of the Consolidated Classification and it should be diligently studied by them so that the proper censorship is applied to articles offered for shipment to see that they are fully and properly marked, that the containers are of strong construction and are of sufficient strength to warrant safe transportation, and that they conform in general with the rules and regulations, also, that shipping instructions are legible and complete in every respect.

Broken or damaged packages at the transfer are turned over to the cooper to be re-coopered and placed in the proper condition, so they may continue their journey without further loss or damage. In addition, as far as practicable, an inventory is taken of the contents of any broken cartons, cases or barrels and notations to that effect showing contents of same are placed on waybills so that our Company's interest will be protected in case any claims are presented against the carriers.

The tonnage system was inaugurated on the Wilkes-Barre Platform by our Company on January 1, 1921 and this method of operation has been in vogue ever since. It has materially sped up the operation, increased the efficiency and greatly increased the production and has made possible a considerable lower cost of operation, has increased the earnings of the men in the gangs, has created an incentive whereby the employees by increasing their efforts have increased their gain, and in a general way has improved operating conditions on the platform. Under the tonnage system now in effect the men have nothing to lose, as they work under a guarantee based on certain rates per hour according to the class of work they perform and length of service, and any earnings above the guarantee rates are paid as bonus. They are assured of a day's pay based on the hourly rate, the tonnage system gives them the opportunity to exceed it. The labor turnover has been greatly reduced under this system, as their jobs are more attractive and the employees are better satisfied, consequently very few leave the service. This is quite a contrast to a number of years ago, when indeed the labor turnover

was a very difficult problem. The men in the gangs only participate in the tonnage earnings, the stevedores and other miscellaneous help are paid on an hourly basis, and usually, the older and more experienced employes are selected for latter class of work.

It has been found that the tonnage system does not increase the loss and damage to freight, providing the handling, loading and stowing is very carefully supervised and that sufficient number of stevedores are maintained in order to insure the proper loading of freight, as intensive and proper supervision has a tendency to counteract the effects of handling freight under this system.

The following figures should reflect the economic advantages of the tonnage system. In 1920, we had seven gangs; in 1927, it fluctuated between five and six gangs. In 1920, we handled 86,277 tons; in 1927, 112,259 tons, showing an increase of 25,982 tons, with from one to two less gangs. The average tons handled per month in 1920, were 7,190; in 1927, 9,355. In January of this year, we handled 12,067 tons, the largest tonnage ever handled in one month on the Wilkes-Barre Platform, to the writer's recollection. In 1920, we worked 0,292 cars; in 1927, 18,685, an increase of 9,393 cars. In 1920, we forwarded 9,733 cars; in 1927, 17,655, increase in number of cars forwarded, 7,922. In 1920, the average cost per ton of freight handled was 77 cents; in 1927, 63 cents, showing a reduction of 14 cents per ton. In fact, in 1920, at certain periods of the year the cost ran as high as 97 cents per ton.

Another important feature in connection with platform work, is the observance of Car Service Rules in the loading of cars. This phase of the work is given special attention. We might analyze some of our activities in that direction. Several years ago, the Superintendent of Transportation placed into effect an arrangement whereby all foreign cars routing home via Wilkes-Barre would be made empty and returned to our connections, and the freight loaded in either system, northern route or eastern owned cars, routing home via our line. This eliminates the necessity of paying per diem on these foreign cars in road haul movement and the expense incidental to the return empty movement. In this connection, we are also intercepting the overhead cars of merchandise destined to points beyond this Division when in cars of southern and western ownership or light loads. These cars are worked at the transfer platform and the empty cars are returned to connections. The freight is loaded in our various classifications.

In addition, we also featured commencing with the summer of 1927, and subsequently as far as the operating conditions at platform would permit, the transferring of carloads destined to points in upper New York or Canadian territory, when in cars routing home via Wilkes-Barre, (this arrangement was later extended to cover carloads destined to points on our line or connections beyond Oneonta). Any carload shipments of a delicate nature which might possibly be damaged through transfer were allowed to run. Under this arrangement we are privileged to allow the overhead cars, both C. L. and L. C. L. to go forward when there is a heavy run of normal tonnage for the platform and which requires our maximum efforts to handle so as to avoid the possibility of any accumulation of house cars. The working of overhead cars and making empty loaded foreign cars routing home via Wilkes-Barre, has resulted in the saving of a good many thousand of dollars to our Company, which otherwise would be paid out in per diem and expense incidental to the empty return movement of such cars. The Superintendent of Transportation Monthly Report showing observance of Car Service Rules at transfers indicates that Wilkes-Barre's loading was ninety-nine per cent correct for the months of June, July, and August of this year, and the report also indicates that the same percentage applied for the Pennsylvania Division. These figures are mentioned so that one may realize the extent of observance of Car Service Rules and featuring the release of foreign equipment.

Frequently, it is necessary to leave some freight in the cars, such as shipments of very large dimensions or of a very delicate nature, in which the handling of the same might result in their being damaged. In some cases special type cars are required, such as double doors, etc. Shipments of high explosives require certified cars which have been inspected and meet the requirements of the Bureau of Explosive regulations. These shipments must be specially braced and blocked in cars to insure safe transportation. In most all of these cases, where shipments are left in cars and when they could not very well have been handled otherwise, are not considered violations. The handling and transferring of freight from open top cars which consists largely of iron and steel shipments, is a rather difficult problem, as most of the shipments are heavy, of large dimensions and irregular in shape and usually require special equipment, and most of the freight in these cars is too long or large for ordinary box cars, consequently we are obliged to consolidate the freight as much as possible in original

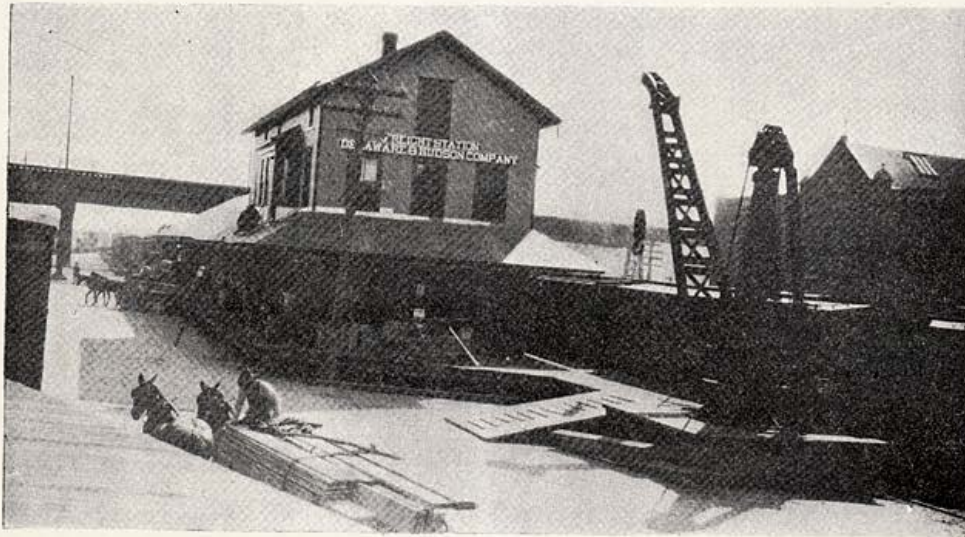
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gondolas and allow a number of these shipments on account of their length, etc., to run without transfer.

The way freight service between Wilkes-Barre and Carbondale is daily, with the exception of Sundays and Holidays and in one direction, starting from Wilkes-Barre. The local cars which we make up for this service are loaded as far as possible in station order to expedite and save rehandling of freight at stations. It is our practice to make as many straight destination cars as tonnage permits to points on this Division which move in pick-up service or way freight and are switched out at their respective destinations. This eliminates the necessity of handling considerable additional tonnage by local way freight

more work and decrease the opportunity for damage to freight by falling off the trucks as against trucking over an uneven rough surface. Proper facilities are also helpful not only in preventing damage to freight but in preventing personal injuries to employees.

As previously mentioned, practically all of our freight is loaded in D. & H. and Northern Route equipment, consequently a large daily supply of empty equipment is necessary to cover our requirements, and as a result, it frequently occurs that there is not sufficient room left at the platform to place enough loaded cars to keep the platform and all the gangs working up until noon or closing time in the afternoon. We endeavor to get maximum production at the plat-



Wilkes-Barre Freight Transfer Platform

and consequently saves the time and expense incidental thereto. We also endeavor to make as many straight destination cars as tonnage permits to points on our line or beyond, as such cars insure better service, save rehandling in transit and the expense thereof and decrease the hazard of loss and damage to shipments in such cars.

Much can be said that good facilities are helpful and beneficial in economic and proper operation of the plant. Several years ago, the Wilkes-Barre platform was recovered with hard wood planking running lengthwise. This made a smooth, hard, running surface and was very helpful, making it possible to get out considerable

form, but additional track space could be used to very good advantage in providing sufficient work to keep all of our gangs going for the full working period. Our Company has under consideration the possibility of providing an additional track and we are hopeful that arrangements will be made to furnish the same in the near future.

Claim prevention is followed up very closely in connection with our work and periodical meetings are held and this subject discussed. We make a special effort as far as possible to reduce loss and damage to freight to the lowest minimum, as claims represent an economic loss for which

our Company in expenditures receives nothing in return, only dissatisfied patrons.

The Yardmaster can assist the agent materially in proper operation of the Transfer Platform, in his effort to give the best possible service to have the platform switched without delay and as far as possible to supply any needed equipment; this permits maximum working of the transfer and by elimination of delay in switching, same tends to decrease the cost of handling freight. I am glad to say that our Yard Department endeavors to give us the best possible service, and delays are not very frequent, and when they do occur, they are invariably occasioned by some unavoidable condition or beyond the control of the Yardmaster. It also holds true that there is an obligation on the part of the platform force to reduce the switching to the lowest possible minimum, so as to avoid any unnecessary switching and to so arrange the work so that the least amount of switching consistent with proper operation of the transfer will be required from the Yard Department. However, it might be said that the very nature of the work means switching.

In order that merchandise cars can move through to the terminal with regularity when the Transfer Platform will not take care of all cars on hand, the Yard Department should give the oldest house cars the preference, as same should be placed for handling as far as conditions permit, in the order in which they are received.

If transportation is a commodity, it is therefore proper to assume that service represents the quality of that commodity. Consequently, if we can maintain good service in the handling of package freight through the Transfer Platform, it is helpful to our Company in the retention of the traffic and advantageous in the development of additional business.

Whatever the field of work, in all times and at all places, there are sure to be a few dishonorable characters lurking about in the shadows. Consider the following account about theft from a freight car in the Scranton/Wilkes-Barre area in 1892:

“RAILROAD THIEVES / Two Brakemen Accused of Stealing from a Freight Car. / About six weeks ago a brakeman on Conductor Clark’s local freight, Delaware & Hudson railroad, was discharged, and a man by the name of Hank Reese substituted. Soon after accepting the position of brakeman he talked incessantly of the virtues of whiskey on a rainy day and gave the crew the impression that he was a regular old rounder who had obtained a job from Mac without the latter being fully acquainted with him. Everything passed off pleasantly until Tuesday afternoon when a constable appeared at the Green Ridge depot and arrested Theodore Sands and William Ferguson of Wilkes-Barre charged with the larceny of tobacco, candy, etc. from a freight car consigned to customers in Scranton via the Delaware & Hudson. At the hearing it transpired that one Hank Reese obtained work as brakeman on the Delaware & Hudson local a few weeks ago and has ever since been the cause of trouble. First he proposed to take some candy from a box already broken, but Ferguson and Sands refused. Next while loading some boxes of shoes in a car at Scranton he said to Ferguson. ‘Say Ferg, let’s steal a pair of shoes. I am almost barefooted.’ ‘No sir,’ said Fergy, “I have a good pair of shoes and do not want any other. Even though I did,’ he continued, ‘I would not steal them.’ Shortly after this a box of Frankfort sausages was broken open while the crew were loading it up, and then Reese, the spotter, suggested that each member of the crew take all he want. Sands ate one as did Reese and nothing more was thought of it. A tobacco box was also broken open and Reese took two papers from it, one of which he opened and the other he kept unknown to the conductor, in the caboose. Yesterday when the brakemen, Ferguson and Sands were questioned about the alleged stealing, they said that Reese was the only man they ever heard proposing stealing goods, ever since they were brakemen on the road. Reese did the stealing, swore the crime on two innocent men, and after he received his money for so doing Reese skipped for parts unknown. If found he will be given a hot reception.—*Wilkes-Barre News-Dealer*.” (*Carbondale Leader*, August 19, 1892, p. 2)

Freight Agents:

EDUCATIONAL TRIP / D&H COMMERCIAL AND TRAVELING FREIGHT AGENTS / D&H CO AT SARATOGA SEPT. 1926. Photo by McGovern, in the collection of the Carbondale D&H Transportation Museum.



Freight and Ticket Agents; Annual Meeting, 1931

Here is the address that D. & H. President, L. F. Loree, delivered at the annual meeting of the Delaware and Hudson Railroad Corporation Freight and Ticket Agents' Association meeting at Hotel Champlain, Bluff Point, N. Y., on September 9, 1931. An original copy of this address is in the archives of the Carbondale D&H Transportation Museum.

THE BUSINESS DEPRESSION AND ITS EFFECT ON THE RAILWAYS



Address of
L. F. LOREE
President, The Delaware and Hudson Railroad
Corporation
at the
Annual Meeting of
**The Delaware and Hudson Railroad
Corporation**
Freight and Ticket Agents' Association
Hotel Champlain, Bluff Point, N. Y.
September 9, 1931

The Business Depression and Its Effect on the Railways

Address of

MR. L. F. LOREE

President, The Delaware and Hudson Railroad Corporation

at the Annual Meeting of

**The Delaware and Hudson
Freight and Ticket Agents' Association**

Hotel Champlain, Bluff Point, N. Y.

September 9, 1931

THE BUSINESS DEPRESSION AND ITS EFFECT ON THE RAILWAYS

The outstanding and most important thing in our lives today, the one most talked about, the one constantly in our minds, is that we are passing through a period of major industrial depression. These periods of depression generally last four or five years and are preceded by a panic resulting from a crisis which, so far as I am able to judge, is brought about through maladjustments in industrial life due to changes in methods of production, mineral extraction, transportation, manufacture and merchandising. These changes, the product of inventions and of improvement in skill of management, are sharply stimulated by a war and by the introduction of a new industry. We have had the greatest war of modern times and not one but several new industries—the development and adaptation of electrical transmission of power, the wireless transmission and radio, the automobile and aeroplane, developments in metal alloys and in commercial chemistry. Never, perhaps, has any similar period been affected by so many or by such powerful stimuli. Distressing as our present condition may be, yet when compared with the results of particular crises in the natural world, such as epidemics of the “flu,” cholera, yellow fever, bubonic plague, the migrations of the Colorado potato bug, Mexican boll weevil, corn-borer, San Jose scale, the Japanese beetle, the Chestnut blight, and catastrophes, such as the earthquake in Nicaragua and the floods in China, the influence of even a major industrial depression on human life and industry seems fleeting and unimportant. Recovery is delayed; the intensity of the disorder augmented; the activities of the politicians, who seek to influence the situation by legislation or by bureaucratic control, increase; and the false prophets, such as the

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Socialists, who seek to substitute for the present industrial organization untried and speculative schemes, fill the air with clamors.

Karl Marx, who never had a responsible position or personal acquaintance with industry, was a diligent student of economic theories, particularly its literature, worked for many years in the British Museum, and eventually evolved his Socialistic theory of the regulation, production and accumulation of capital. He made four major prophecies concerning the actual future of capitalism some 85 years ago, none of which have as yet worked out as he predicted. There is no evidence, including the gigantic experiment in Russia, of the success of any of his suggestions, or of those of his followers. Indeed, so disappointing has been the Socialistic experience that in the article on Socialism in the Encyclopedia Britannica of December, 1922, its author said the definition given by Bonar in his article in the same publication in 1911 could no longer be supported. Socialism may perhaps be described; it cannot be defined. What needs to be done is to think less on the problems of distribution and more on the problems of production, and to learn to sharply distinguish the contributions made in production by management, by those who furnish the capital, and by the workmen.

We in the United States occupy a very astonishing autonomy, producing within our own borders at least nine-tenths of everything we need. We can grow here all the foodstuffs necessary for existence; the coffees, tea, fruits, nuts and most other things imported are in the nature of luxuries. In the basic materials, manganese ore, tin, rubber, nickle and platinum pretty much cover the list. With no more than six per cent of the population of the world and 5.7 per cent of its land area, we produce 72 per cent of the oil, 37 per cent of the coal, 42 per cent of the iron ore, 45 per cent of the finished steel, 51 per cent of the copper, 54 per cent of the cotton, 64 per cent of the corn, and 20 per cent of the wheat. Much criticism is made of our possession of nearly five billions of gold coin—the medium of exchange—out of a total world possession of eleven billions. But is not that holding amply justified by the relative size of our industry, especially when consideration is given to the extent of the territory over which its activities extend?

How is it that this relation can be possible, and why is it that our people can put more into their work and can get so much more out of their lives than other peoples in the world? Two

years ago I prepared for the "Bulletin" a review of Professor Ellsworth Huntington's book on "The Human Habitat," in which he called attention to the great influence that environment had on the life of mankind. His first great division was that of sea, seven-tenths, and land, three-tenths, and the second that of climate, which, when coupled with soil and mineral resources, determine largely what people may make of their lives. As to climate, we seem to be living in the one most favorable to human culture and human progress. As to soil, no race has ever been known to advance far in civilization without agriculture, which assures the inhabitants of a permanent supply of nutritious food. The hunter is unable to preserve his food and must spend his time almost daily seeking it that he and his family may continue to live. Soil we have in abundance and of the finest quality—a soil that permits of a variety of agriculture of the very highest type. Beneath the land surface are great mineral resources.

Huntington says that there appears to be about 240,000,000 people living in a primitive condition—Bushmen, Hottentots, the Zulus and the Kafirs, in South Africa; Arabs, Turkomans and Khirghiz in Asia; Eskimos in the Arctic regions; the Negritos of the East Indies and the Indians of the Amazon Basin. With them luxuries are out of the question; the possession of the mere necessities of life is always a matter of hazard.

Something like 250,000,000 people practice what Huntington calls hoe and tree culture. They drop seed into holes punched with a stick, but do not employ animals to plow or cultivate the soil. They subsist largely upon native fruits. The degree of their culture varies with the handicaps of the environment, the damp heat, disease, the leaching of the soil, the growth of unnutritious weeds, the insects, birds and beasts which devour the crops or otherwise destroy them. The work is very hard, the return meagre, and life has but a narrow margin.

The rice regions, requiring constant irrigation, support perhaps 700,000,000 people. There are also those who cultivate cereals in the Western Hemisphere, millet in Africa, and corn and wheat in South America.

About half the land area of the world has no more inhabitants taken together than those who live in the two cities of New York and London. Nearly two-thirds of the people of the earth are crowded upon seven per cent of the land surface. The countries where dense population is associated with climatic storms and a

very high degree of human energy lie in western and central Europe, including most of Great Britain, and in the middle latitudes of North America. The total area where a dense population seems to arise by reason of the cyclonic type of climate and natural resources scarcely amounts to more than 1,650,000 square miles, or less than the one-hundredth part of the surface of the globe, with a population of approximately 370,000,000 people, based largely on the cultivation of wheat, including the cereals associated with that grain, and constituting the wheat type of agriculture. Thus the present people of North America and northwestern Europe represent the end result of an age-long process of migration and natural selection. They possess three-fourths of the world's wealth, eleven-twelfths of its steamships, manufacture nine-tenths of its goods, govern two-thirds of the world's habitable territory, and have a controlling voice in most of the remainder. Of these the citizenship of the United States is almost one-third and the English speaking people are somewhat more than one-half.

At the base of civilization is the industry of agriculture. This industry presents two quite different aspects; (a) a relatively limited number of agriculturists pursue the business as a commercial enterprise and lose or profit under conditions such as affect other commercial ventures; (b) the great bulk of the agriculturists engage in the industry as a way of life. They have, as a rule, a comfortable living, a healthy outdoor occupation, a sheltered existence, and, to many, it possesses great charm and much resource.

The great war took from the farms many of the younger men. The eight-hour day and the five and one-half day week, expanded still further by the strong contrast between the spread in the hours of labor in industry and the hours of labor in agriculture, and the great advance in wages in industry since 1913, have drawn away from the farms a very substantial number of men, and these men, crowding the industrial ranks, now swell the numbers of the unemployed.

It seems to be thought by many that the World War, depleting the ranks of male labor, drew into industry vast numbers of women who have permanently remained. It would appear, on the contrary, that while the total number usefully employed increased from 1910 to 1930 to 28 per cent, the increase in the number of women so employed was no more than 33 per cent.

There have been heavy inroads upon real usable capital through

the methods of taxation, particularly the growing tendency to rely upon the purely socialistic system of taxing not property as property but the individual in accordance with his ability to pay. There is a further exhaustion through the enormous and wasteful expenditures of government by all sorts of methods of employing labor, colored always with the hope that the votes of such labor can be tied up with the party in control.

There are said to be at present 6,500,000 unemployed. These figures are always used upon the assumption that all those out of work are desirable workmen. We should regard the matter much more intelligently if we made a division into three groups—

1—Those sick or disabled; unable to work for other reasons; not looking for work; voluntarily idle without pay. This group was estimated to contain, on April 1, 1930, 618,832, or 16%, of those then not at work.

2—Those who are of bad habits, shiftless, lazy, of low mentality, etc., who may in times of great industrial activity be taken on by employers, though they may represent a loss, and whose employment is largely the cause of "labor turnover." This group, if taken to be approximately 5 per cent of those employed in rush times, would muster some 3,500,000.

3—The really valuable members, for whom all our sympathy and concern is excited, and who may properly be regarded as the victims of the depression—or about 2,500,000 people.

As we look back, we now see that in 1929 the business and financial organization of this country experienced a "crisis." Business had become geared to a condition of steady expansion and the stock market reflected this in indefinite advances in security prices. About the middle of the year industrial expansion had been checked and by Labor Day the stock market could be pushed no higher. The business and financial machine thus was stalled.

There followed a very severe stock market "panic" in October and November. The business recession also gained momentum, but it was not until the middle of 1930, when bank failures became numerous, that real "panic" developed in business, as it was realized that the temporary recovery in the Spring of that year was a "false start."

Now we are in a condition of profound "depression"—a condition which has prevailed for over a year. The crisis has come and gone. The period of panic has, almost if not quite, been

passed through. It remains to gather the shattered forces of business, reorganize and discipline them, for the march out of the valley of depression.

All this is nothing new. We have passed through other "new eras," as in 1907, 1893, and 1873, which are quite comparable with those which we are now observing. Some of you will remember the panic of 1907, which was quite the same in the violence of the decline and the sharp readjustments in financial conditions, to that experienced in the current period. Some will also remember the panic of 1893, which was attended by a condition of world-wide depression that may fairly be compared with the present. Our business was then extremely depressed from the summer of 1893 through the summer of 1894, and while there was a temporary recovery to something approaching normal in the latter part of 1895, a relapse occurred in 1896, so that complete recovery did not come until 1898. Thus there was a period of nearly five years during which business was extremely unsettled and on the whole depressed.

Probably the years preceding 1929 saw a more excessive speculative activity than any preceding period in our history, and it may be said that at present there is a more universal condition of depression existing concurrently throughout the world than we have ever seen before. This, however, is but a matter of degree. We have been through similar experiences and have come out of them as we will in the present case.

It is discouraging, however, to find that we have profited so little by these past experiences. In most of our major panics there have been the same efforts to talk ourselves out of a bad situation. The "sunshine" clubs and "business-as-usual" movements of the past, in spite of their futility, have been all too much in evidence during the past two years. And the same may be said of the attempts to remedy the excesses of inflation by resorting to more inflation and "credit injections."

If we have now, as is to be hoped, exhausted all these psychological nostrums and settled down to the realities of our situation, it is time to take stock of that situation for the purpose of ascertaining sound measures for relief and for preventing similar occurrences in the future. Like the scientist who must base his findings upon an accurate study of the facts, we should carefully note the business phenomena which have attended the development of this depression. We should make studies of the causes which led up

to the crisis, in order that we may prevent, or modify, such a development in the future. We should learn and record for the benefit of the next generation the futility of farm boards, untimely credit injections, artificially maintained wage rates, optimistic propaganda, and the like. We should carefully note what measures and adjustments prove to be really helpful.

There would appear to be nothing fundamentally new in the causes which led up to the present depression. Doubtless, conditions were made worse by the World War. It caused certain shortages to develop everywhere. In Europe, the closing down of industries and the destruction of capital and man-power created a great temporary market for our products. The war also brought its usual aftermath of currency inflation which helped to stimulate an abnormal boom. But we saw something of these same things after our Civil War, followed by the panic of 1873.

I would say that this depression developed out of maladjustments in financial and industrial activities. As is always the case, bank credit was highly inflated, as seen in the great expansion of loans on securities and real estate, and in the abnormally rapid turnover of bank deposits.

This was accompanied, as usual, by unduly high commodity prices, though in the present instance the height of commodity prices was mostly relative and to be seen chiefly in comparison with operating expenses.

The prices of real estate and securities were affected by an almost unparalleled expansion, and, as usual, speculation in these kinds of property went to great lengths.

All this was encouraged and extended by a great development of installment buying; that is, people bought things "on time," promising to pay in the future what they could not afford to pay in the present. Or, as Will Rogers says: "Influenced by advertising and supersalesmanship, they bought what they didn't want with money they didn't have."

As a result of this inflation and discounting of the future, production was over-expanded and the means of production in the shape of plant capacity were unduly enlarged. Accordingly, stocks of commodities accumulated, not, perhaps, so much as heretofore, on the shelves, but unpaid for in the hands of consumers, until they became so large that it was utterly out of the question to move more to market or to liquidate them at current prices.

Then the time necessarily came when prices began to decline—

first, commodity prices, then prices of real estate, and finally stock prices. Commitments made on the basis of past prices then represented a source of loss. Credit became strained and loans became frozen.

All this may be summed up in one word—"maladjustments." Accordingly, the depression in which we now find ourselves is the period necessary for correcting these maladjustments. We are atoning for past economic sins, paying up past debts, liquidating frozen loans—in short, making all of the readjustments required by an accumulation of maladjustments.

We have had overproduction, and now we are readjusting production to consumption. Prices of many commodities, such as copper, cotton, wheat, and wool, were inflated; now they are being deflated. First, raw materials were too high in price in comparison with the price of finished products, and a good many farm products were too high compared with manufactured products. Now most raw materials are unduly low in comparison with finished products, and farm products have fallen much below average in comparison with most manufactured goods. During the last twenty-two months wholesale prices have declined approximately 28 per cent and the purchasing power of the wholesale dollar has increased almost 40 per cent. In general, with some exceptions, retail prices have failed to come down in proportion to wholesale prices, and the cost of living is still high in comparison with the prices which the producer gets for his products at wholesale. This is the customary lag due to the effort of the retailer to limit his losses.

These price maladjustments must be corrected before we can expect a resumption of normal business. Business consists in buying and selling, and as long as markets are not in normal adjustment and we have in prospect declining prices for finished products and commodities sold at retail, business will remain backward.

The farmer is at the base of our industrial civilization; our economic well-being depends primarily upon the wealth that is produced from the land. That the condition of the farmer is so depressed is, therefore, of fundamental importance. The production of farm products was over-stimulated by war conditions. This condition was made worse by artificial price maintenance and by the extension of too much credit to farmers. (Even today, I am told that in some sections loans backed by govern-

ment credit are made to the extent of \$12 an acre when sound and conservative private lenders will advance no more than \$6.) Naturally, farmers being only human, joined in the general tendency to live too fast, and participated in the orgy of luxury buying and land speculation. The result was that they spent more money than they made, and now find themselves deeply in debt. Finally, through the unwise policies of the Farm Board, the farmers felt encouraged to plant too large an acreage and the prices of their wheat and cotton were maintained at too high a level to allow exports.

Today, therefore, we find ourselves confronted with huge accumulations of wheat, cotton, wool, and tobacco; very low farm prices; greatly reduced farm purchasing power; declining farm land prices; and a deplorable condition of farm indebtedness. In addition, the farmer (like the railways) is weighed down by a crushing load of taxation. The railroads with an increase of 148 per cent in their investment in road and equipment from 1900 to 1929, have had their taxes increased in that period by 806 per cent—I have no exact figures for the farms, but I fear they are being plundered in the same way.

The reduction in commodity prices, aided by the adoption of economical methods and by the reduction of overhead expenses of all kinds, will finally reduce operating expenses to a level which will enable business to return a profit even at the low prices for its products which are being established. The national wealth of the United States in 1929 was estimated at \$361,800,000,000—John Stuart Mill contended that except for a few monumental structures property was kept in existence only by perpetual renewal and had an average life of not more than 20 years. A short period of depression effects serious inroads upon this wealth and renewals on the old scale must soon again go on. Already in July the production of boots and shoes exceeded the production in July last year, and, industry by industry, recoveries will be made as heretofore on normal lines.

I do not see any reason for discouragement in this analysis of the situation. With intelligent readjustments carried out by individual business men, the final correction of these maladjustments is only a question of time. The very similarity between the existing depression and several of those which we have experienced in the past marks the path of the ultimate recovery.

It would seem that economic maladjustments similar to those

that arose in 1929 are the almost inevitable results of industrial progress. Is it not true that business recessions always come after business booms? And are not business booms the result of business expansion going too fast and too far? Business depressions seem like the "growing pains" of business expansion. It is partly the development of new products and new methods which lead to so-called "new eras." The trouble lies not in the expansion or the progress, but in the fact that the progress leads to over-optimism and an undue rapidity of expansion. Then these things lead to maladjustments for the correction of which there must be a period of depression.

Even such drastic processes of correction as we are now undergoing have their constructive aspects. Business has always emerged from a period of severe depression much more sound and efficient than it was before. For one thing, a business depression is a great weeding-out process, in the course of which the incompetent and the inefficient are eliminated. As much as by any one thing organized business is made possible by the bankruptcy courts. One great weakness of our civilization lies in its lack of a weeding process. Our civilization encourages economic weeds. To get good results from the kitchen garden one must continually pull weeds. To get good results in the nation's industrial organization is not something similar required? While, therefore, we may deplore the suffering involved, and certainly should take every reasonable step to reduce that suffering through efforts to find a place for every man (or to provide for the absolutely incompetent by charity), we should recognize the benefits that are accruing to us through the increased average efficiency of both business men and workmen. On all sides today we see incompetent management failing—on farms and in factories and stores. We find the least efficient laborers forced to seek new jobs or temporarily out of work. We find economies of all sorts being adopted. Truly, necessity is the mother of invention.

We are getting back to economic fundamentals according to which men are rewarded in proportion to the values which they produce. There is an increasing recognition of the fact that normally many men can do no more than earn a living. "To each," as the Scripture long ago said, there will be given "according to his several ability."

In this connection, attention should be directed to the importance of farming as a mode of living. Undoubtedly many farms

cannot be operated at a profit, but there are few upon which the farmer cannot at least make a living. There is beginning a widespread movement back to the farms, and this is in many respects a wholesome movement. Steel workers in Birmingham mills, for one example, have gone back to work with their families on neighboring cotton farms. Here they can at least live a healthy life and be free from want. This movement helps to solve the problem of unemployment.

When our bodies are weakened by excesses we become more subject to the attacks of parasites and degenerative bacteria. In the same way the body politic seems in times of depression to become infested with social parasites and other harmful organisms. Today we are threatened with socialism in various forms, the tendency being to ask the government to do things which individuals can best do, and to take away the property of those who are well-to-do for the purpose of giving it to those who are not. Similar to the socialists are the politicians who take up radicalism in various forms as a means of getting votes from discontented persons. A particular type of labor leader also takes on a new lease of life and thrives on the agitation and mob action which are most likely to appeal to the unemployed or those who are adversely affected by readjustments.

Along with these we find numerous well-meaning panacea chasers who think that business can be stimulated or revived by some schemes known to themselves, without the necessity of correcting the fundamental maladjustments which afflict us. They propose government bond purchases, enormous programs of construction of public works, and other schemes looking toward inflation or of exploiting the public treasury.

At such times, too, the shyster lawyer who thrives on misunderstandings and discontent is in his element.

Therefore, as an incident to business recovery we may well keep in mind the importance of building up resistances or preparing vaccines for combating these enemies of a sound and healthy business condition.

Especially should we be on our guard against the insidious workings of inflation and the dole system. Even among reputable economists there remains a considerable tendency to harbor the notion that a depression may be relieved through inflation. They argue that by giving the people more money to spend we can increase their purchasing power and thus bring prosperity.

Closely related to this notion is the dole system. This begins with proposals to spend hundreds of millions of dollars for public works solely for the purpose of giving employment. It includes the idea that paying high wages will make business good, which if pushed to its logical conclusion would lead us actually to raise wages regardless of the productivity of labor or the earnings of business. Then there is the proposal for a vast system of unemployment insurance to be supported by the government.

But all these schemes are in the last analysis only an attempt to beat the game. They do not alter the fundamental conditions. They all involve increasing the burden of taxes and they all mean taking money from one class to give it to another. We cannot increase the income of one class without decreasing the income of another class, unless the former increases its productivity in proportion to what it receives. We must remember that the government is made up of all of its citizens and that someone must pay the taxes from which government funds are derived.

The sound methods of procedure which may be adopted for the purpose of facilitating business recovery would seem to be as follows:

1—Encourage the prompt and thorough correction of the existing maladjustments, particularly those which still exist among commodity prices.

2—Actively promote economy so that expenses may be reduced to a minimum and a profitable condition be restored; even if necessary so low as pre-war price levels.

3—Adjust consumption to income or earnings. I fear that many of us are still maintaining an inflated standard of living with something of the old tendency to over-spend. In comparison with 1929, for the time being the living habits of the average American must be deflated. This does not mean any loss of *normal* progress, nor a return to the standards of living of our fathers. It simply means that we were going ahead too fast during the boom period and will have to give up some of the luxuries which, under abnormal inflated conditions, we were beginning to enjoy, but for which we were not able to pay. When this depression is over, we will have made progress, but not such rapid progress as some had dreamed.

4—Get rid of much hampering legislation. Our statute books are cluttered up with thousands of laws which are unsound and wasteful. Irving Babbitt says that 62,014 new laws were passed

by the state legislatures between 1909 and 1913. Certainly that rate of increase has not since been diminished. Many of these have been deliberately framed to sand-bag, ham-string and hog-tie management. Further, they put an unnecessary burden of taxes upon us, and unduly restrict business.

It goes without saying that unavoidable economic suffering must be relieved, and we must all be prepared to contribute within our means to a large amount of charitable work which will have to be carried on during the next few months. This, however, should for the most part be regarded as a local and temporary expedient. The fundamental thing is to promote efficiency, encourage the readjustment in commodity prices, and restore the balance between consumption and production. Through such processes we have always recovered from depressions in the past. It would seem as though they alone give promise for the future.

John Maynard Keynes, one of the more influential of British economists, condenses what I have been trying to point out by saying: "The prevailing world depression, the enormous anomaly of unemployment in a world full of wants, the disastrous mistakes we have made, blind us to what is going on under the surface—to the true interpretation of things. We are suffering not from the rheumatics of old age, but from the growing pains of over-rapid changes, from the painfulness of readjustment between one period and another."

To say all these things and to say nothing of wages, is to produce the play of Hamlet with Hamlet left out.

Our civilization is based upon an industrial development organized by management, or as the economists call it, the "entrepreneur" or enterpriser, who associates with himself the group of workmen whom he employs, and the capital or wealth accumulated by self-denial and thrift, and put to the use of the enterprise by its owners.

General business activity, giving due weight to finance, distribution and production, has, according to Joseph Stagg Lawrence, fallen from a height of 125, reached during 1929, to 70 as of July of this year. That is, the business activity was about 80% greater two years ago than it is now. Capital has suffered in the principal sum of its wealth. On October 1, 1929, there were listed on the New York Stock Exchange 1,279 issues aggregating 1,048,359,263 shares with a total market value of \$87,073,630,423. On July 1, 1931, there were 1,296 issues with 1,303,489,082

shares with a market value of \$47,417,147,581. The price of the average share which had been \$83.06 was now \$36.38. That is, this body of wealth, used as capital, was worth 128% more then than it is now, while in some cases still greater, or indeed total losses, are indicated by receiverships already established or threatening. Further, incomes from capital investment have been greatly reduced, through the reduction or passing of dividends. I have been told by some that their capital income was 70% greater in 1929 than it is now.

The compensation taken by the workman for his contributing effort in industry is in the form of wages. While these wages may be received in currency in an envelope, it is, as an ultimate fact, the consumer who pays them, and these payments, in the last analysis, are the exchange of one kind of service for another.

One of the things that is intensifying and prolonging the depression is the belief that these exchanges cannot be made on a satisfactory basis until the wage scales are adjusted in harmony with the other eliminations of maladjustments. Sometimes this idea is expressed by saying that we are experiencing a "buyers' strike."

Let me state the case as the economists put it: These wage scales are held to be so high that industry cannot afford to pay them, with the result that unemployment is increased. More than that, they are so high that the economic position of capital and the enterpriser is being jeopardized. Wages can be paid only out of the value produced in industry, of which labor is one of the three associates. If the attempt is made to pay higher wages than are warranted by such values, the income, that is necessary to encourage the co-operation of capital and to induce business enterprise to function, is unduly reduced. Then industry as a whole suffers, including the workmen themselves.

The elimination of maladjustments has resulted in a continuous fall in the cost of living, based upon prices and amount consumed of food, housing, clothing, fuel and light, and of sundries, so that now it is not greater than in 1914 by more than 30 to 38 per cent. On the other hand, the average weekly earnings in the New York State factories in June, 1931, were more than double what they were in June, 1914. In the railroad service, the wages, as we know, are in many cases three times as much as in 1914. These workmen then, if on full time, are actually obtaining an advantage by the depression. These high wage rates are the more harmful in that they are being paid to what is, after all, but a relatively

small part of the total workmen of the country. Farm wages, for example, are but 23 per cent higher than their average in the years 1910-1914.

The maladjustments in prices, including the artificially high wage rate, have the effect of keeping up the prices of industrial output, including goods sold to the farmer.

These maladjustments in prices, including the wage of the workman, it is held, must be corrected if we are to lay the foundation for sound and sustained recovery in business. Production has, in most cases, probably been sufficiently curtailed. If this is the case, it remains only to keep it curtailed long enough to allow the necessary reduction in the stocks of commodities where these are excessive, including the unliquidated goods sold on the installment plan. A reduction in commodity prices will, of course, in such cases, also help to create a market for excess supplies.

Assuming that these several contentions of the economists are true—and I think that in the main they are—what courses are open to a management engaged in the production of a commodity—transportation if you will—and confronted by a falling price, a shrinking margin and a reduced output?

1st. It may cut out every item of waste that it can discover;

2nd. It may so improve its methods as to dispense with some men and thus increase the output per man, or

3rd. It may reduce the labor component by asking the men to accept a lower wage.

One or more, or all, of these things must be done if work is to be preserved and an increase of unemployment avoided.

Certainly the case for the railroads is quite as bad as it has been in any of the former depressions. In the first seven months of this year, 54 per cent of the Class 1 roads failed fully to earn their fixed charges and rentals. Only eight of them have their common stocks quoted above par on the New York Exchange.

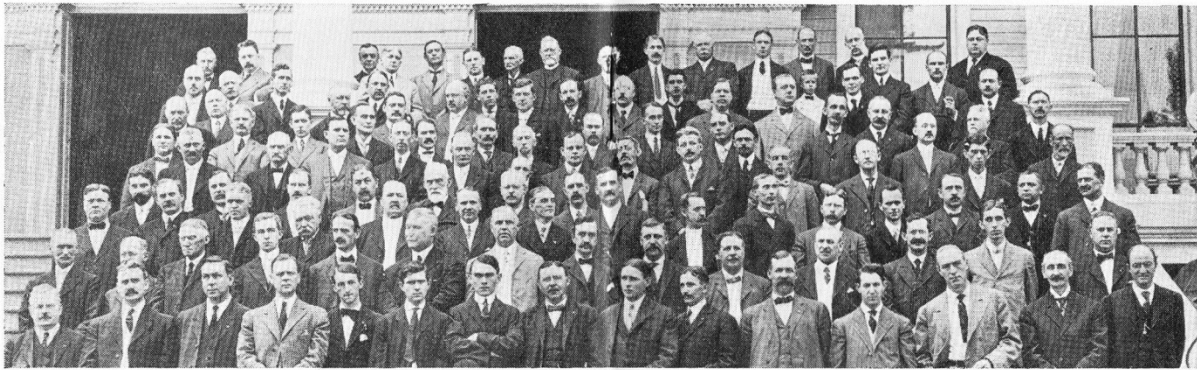
We cannot escape the difficulties; the problem is our problem, yours and mine. I have gone over it at great length because I want you to see it as I see it.

Let us face the future with courage and with confidence in each other.

After all, we shall win through. Let us not be too much discouraged; let us remember that, as the old proverb goes, "the soup is never eaten as hot as it is cooked."

The twenty-fifth annual meeting of the Delaware and Hudson Freight and Ticket Agents' Association took place September 6-8, 1932 at the Hotel Champlain. Here is the account of that meeting that was published in *The Delaware and Hudson Railroad Bulletin*, October 1, 1932, pp. 264-65, 67-68:

Agents Observe Silver Jubilee



First Meeting of Delaware and Hudson Agents, Fort William Henry Hotel, Lake George, 1908

*President Loree Addresses Meeting,
Reaffirming Faith in Ultimate Supremacy
of Railways and Steam Locomotives.*

ADDRESSING the 25th Annual Meeting of the Delaware and Hudson Freight and Ticket Agents' Association at the Hotel Champlain, September 6 to 8, inclusive, PRESIDENT LOREE characterized interurban electric railroads and highway busses as "finished," predicting the ultimate supremacy of the steam railroad as the common carrier of the world.

This conclusion he based on investigations which indicate that no common carrier bus line in the United States or Canada is paying dividends, despite the advantages which they enjoy in free highways maintained at public expense. Ultimate limitation to city operation seems to be all that can be expected of them.

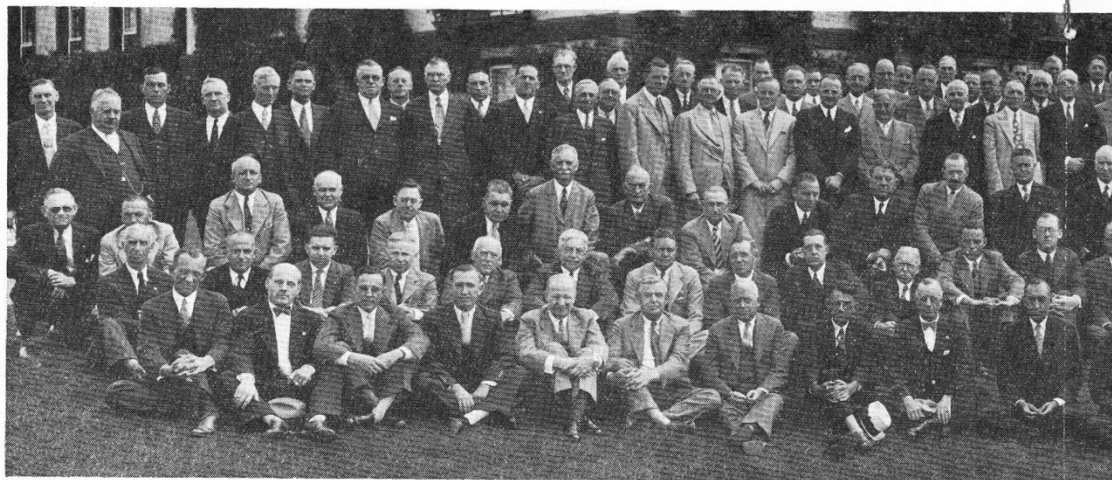
The elimination of the motor freight carrier from the highway will come as a result of our instinct of self-preservation as much as from economic necessity, removal of heavy trucks eventually being ordered as a safety measure to permit the operation of lighter cars for whom the roads were intended. Figures were quoted showing that, whereas 50,510 members of the American Expeditionary Force were killed or died of wounds in 18 months of the World War, 53,650 persons were



First Meeting of Delaware and Hudson Agents, Fort W

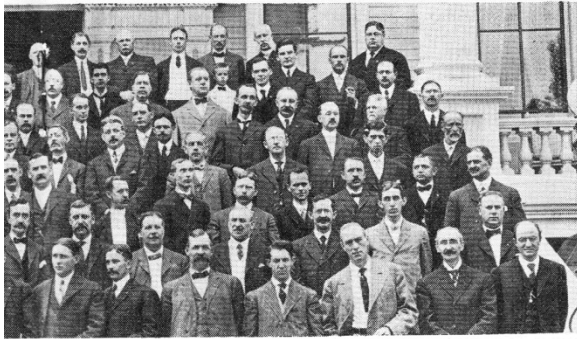
killed in the United States in automobile accidents in the 18 months ending December 31, 1931.

PRESIDENT LOREE opened his address by remarking, "We are now in the midst of the most severe depression in the history of any man now living." He then spoke of the effects of the depression on the railroads, particularly the Delaware and Hudson, and economies which had been effected in various ways, particularly the elimination of unnecessary buildings.



Twenty-fifth Annual Meeting of Delaware and Hudson Freight and Ticket Agents

ve Silver Jubilee



ts, Fort William Henry Hotel, Lake George, 1908

Offsetting all this, in addition to traffic losses, were the expense of installing and maintaining train control apparatus, by order of the government which is now authorizing discontinuance of the use of this equipment on many roads, and the grade crossing elimination program.

Under the original plan the cost of removing crossings was to be borne 50 percent by the state, and 25 percent each by the railroad and the community most interested. The immediate result of this was

Golf, Baseball and Trips to Danne-mora and AuSable Chasm; Musical Programs by Railroad Songbirds Furnish Diversion.

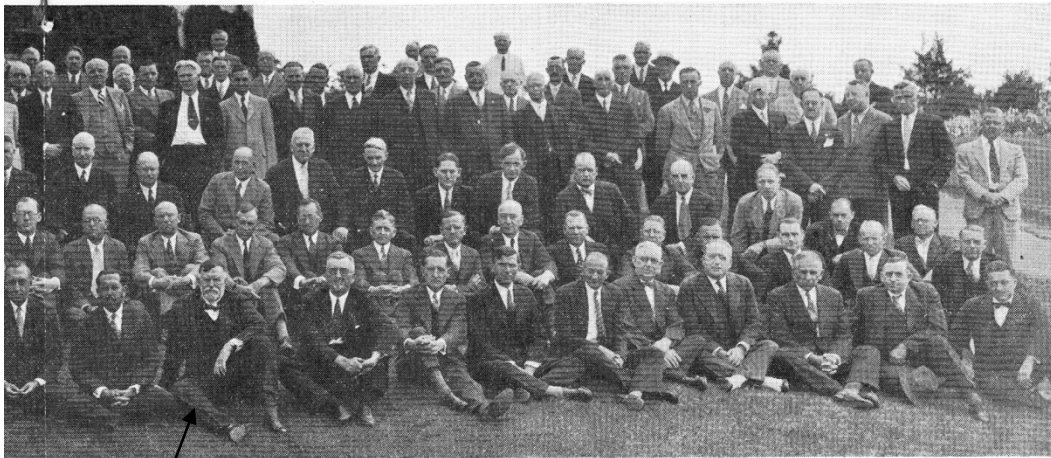
that there was not a dangerous crossing in existence. When, however, the local share was shifted to the carriers all crossings immediately became "death-traps" of the worst sort. As a result, the Delaware and Hudson is faced with the necessity for spending some 7 millions on crossing projects, from which investment it may expect a return of 1.5 percent, whereas, if a similar amount was available for grade reductions on the Pennsylvania and Susquehanna divisions it would earn 10 percent through operating economies.

The President spoke also of the Delaware and Hudson plan for modernization of shops, not over \$100,000 to be spent for new machinery annually in order to avoid having to lay off any men employed in the shops. That the introduction of new machinery has benefitted the workman as well as the management is shown by increased earnings.

The "elastic day" and the new plan for paying train service employees on a monthly basis were mentioned as steps taken to stabilize employment.

The use of heavier rails, treated ties, manganese frogs, rock ballast, ballasted deck bridges and Sperry Car inspection for internal flaws in rails were

(Continued on page 267)



nd Ticket Agents' Association, Hotel Champlain, Bluff Point, N. Y., 1932

D&H President Loree

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Continuation of article:



Agents' Silver Jubilee

(Continued from page 265)

referred to as reducing expense of maintenance and increasing safety of operation.

The principal job, however, is increasing the thermal efficiency of the steam locomotive. Higher boiler pressure, feed-water heaters, superheaters and other apparatus are now in use on our experimental power and a 4-cylinder, triple-expansion freight locomotive carrying 500 pounds boiler pressure is now under construction. Although other devices such as forced draft and its resulting decreased cylinder back-pressure, and economizers for extracting more heat from flue gases have not yet been resorted to, the efficiency of Delaware and Hudson engines has been increased from about 7 percent, for those using saturated steam, to 10.2 percent in Locomotive 1402, and 14 percent calculated for Locomotive 1403, now building. There is the further possibility of increasing this to a maximum of about 18 percent, comparing favorably with the 25 percent now possible in stationary practice which is free from the space and weight limitations imposed on the locomotive.

Thus an increase in efficiency of 125 percent is possible in the case of many steam locomotives still in service, whereas electric operation from hydro-electric plants is said to be achieving an efficiency

of 94 percent, thus leaving very little room for improvement and the cost of such installations is known to be tremendous.

Stressing the importance of the growth of the port of Albany, PRESIDENT LOREE stated that 50 vessels had docked at the Port in the first seven months of 1932, compared with 11 during the corresponding period last year. In view of this it seems incredible that anyone should think of promoting an enterprise that will shift this advantage to a foreign port. Power transmission losses make it impractical to attempt to distribute any hydro-electric power which may be made available, as proven by the ghastly failure at Muscle Shoals.

In addressing the final session of the meeting, PRESIDENT LOREE spoke on "The Point of View."

Illustrative of the development of the railroads' capacity he said that in 1750 a pack-horse weighing 1,125 pounds could carry a load of 224 pounds an average of 25 miles a day in level country whereas he could pull in a cart 1904 pounds of coal. Operation on wooden rails permitted the load to be increased to 4,704 pounds while with the addition of iron plate rails 5,936 pounds, and with iron wheels and axles, the cart having now become a car, 9,400 pounds could be hauled in the year 1767.

With the coming of the steam engine a 6-ton locomotive early in the 19th century could do the work of 41 horses. The Delaware and Hudson's *James Archbald* with a tractive effort of 75,000 pounds is equivalent to 165,000 horses. Where the horse could carry but one-fifth of its own weight the *James Archbald* can haul a load $2\frac{3}{4}$ times its weight, and at an average speed many times greater.

Speaking of the political situation, PRESIDENT LOREE pointed out that taxes and wages are now out of proportion to other items. Railroad wages are now 118 percent higher than in 1913, although the cost of living is now only 32 percent greater than in 1913.

At the bottom of our present difficulty is the political situation and the attitude of our government. Describing the politicians' position as most unhappy, due to poor pay, inadequate preparation, etc., PRESIDENT LOREE said they have climbed into office on the shoulders of the railroads which have been as badly treated as the American Indian by the United States government. Whereas Management needs support, rewards and sustenance the whole body of railroad legislation is a reproach to a free country. In closing, after enumerating several political reforms necessary for the good of

the country, PRESIDENT LOREE said, "Our practice is to ignore principles and look only to expediency. Persisted in, it will bring us to ruin."

COLONEL J. T. LOREE, Vice-President and General Manager opened the first session of the meeting, welcoming the agents in behalf of The President and Board of Directors. He then turned the meeting over to Edward Martin, President of the Agents' Association, who expressed the thanks of the Agents and called on Secretary J. F. Costello for his report which was accepted as read.

W. J. COUGHTRY, Recorder, presented "A Brief History of the Railroad," and F. L. DANFORTH, Auditor of Disbursements, spoke on "Disbursement Accounting."

F. W. LEAMY, Vice-President, expressed the hope that the long period of distress through which we are passing may restore a proper perspective and show the folly of chasing rainbows in the expectation of finding riches quickly.

Turning to the political phase he said, "One of our great burdens is the rising trend of governmental cost. As citizens and as tax payers, I cannot stress too strongly the necessity for the election of men who will be careful in respect to expenditures."

After detailing some of the Delaware and Hudson's difficulties and explaining the interdependence of railroading, industry and agriculture, MR. LEAMY said, "There is no remedy in the hands of the Government; the people alone are responsible."

Referring to truck competition, which at the present time is seriously affecting the railroads, he pointed out that, to replace the railroads with 5-ton trucks averaging 16,000 miles per year we would require 5,600,000 such vehicles, with as many drivers. This number of trucks would form a solid line 27,000 miles long so that it is obvious that the railroads are bound to stay in order to meet the physical requirements of the country.

MR. LEAMY complimented the agents on their record for the past year during which 416 audits by traveling auditors had found station accounts in balance in every instance. Uncollectable items, and loss and damage claims showed improvement over the preceding years.

Summing up the financial problems of the carriers, MR. LEAMY said that, nevertheless, the future seems more hopeful, though the upturn will be very slow. "It is essential that everyone put his shoulder to the wheel and produce a maximum of efficiency at a minimum of cost," he concluded.

Entertainment features included vocal numbers by the Delaware and Hudson "Songbirds," and

baseball games between a team of Delaware and Hudson employees and Guy's Club of Plattsburgh.

Golf tournament results were as follows:

OFFICIALS' HANDICAP

- 1 A. W. ACKLEY
- 1 J. T. HAYDEN*

AGENTS' HANDICAP

- 1 L. F. WELLER
- 2 J. J. McNULTY
- 3 E. R. HAYES

AGENTS' CLOCK

- 1 O. B. ROMICH
- 2 F. R. ROBERTS
- 2 J. E. LOFTUS*
- 3 J. H. WILD

AGENTS' COURT

- 1 S. H. MOSIER
- 2 L. D. JONES
- 3 H. B. CARTER

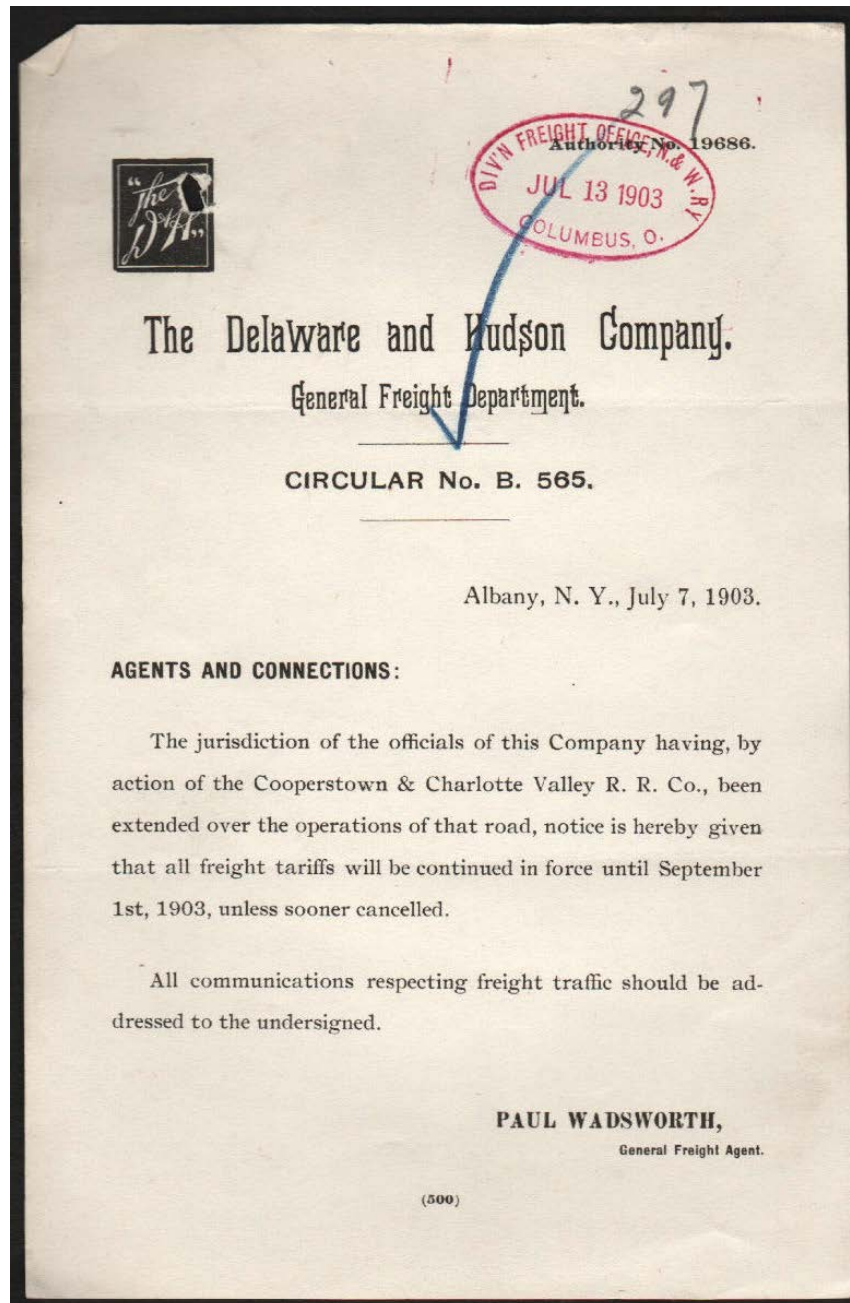
(* Indicates tie).

Conclusion of article.

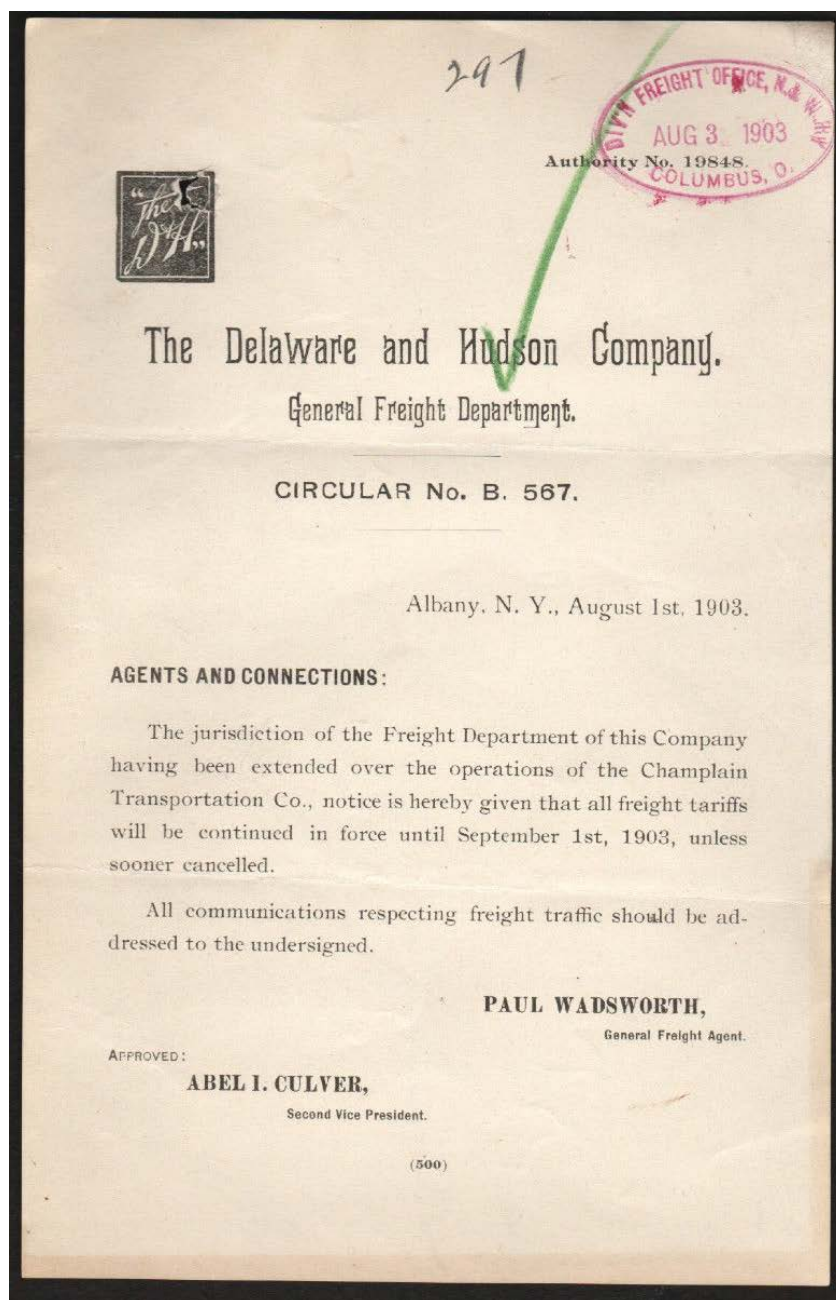
General Freight Department Circulars

Given below are four circulars from the Delaware and Hudson Company General Freight Department from the period July 7, 1903 to December 1, 1903. These circulars were made available to the author for the present work by John V. Buberniak on May 5, 2016.

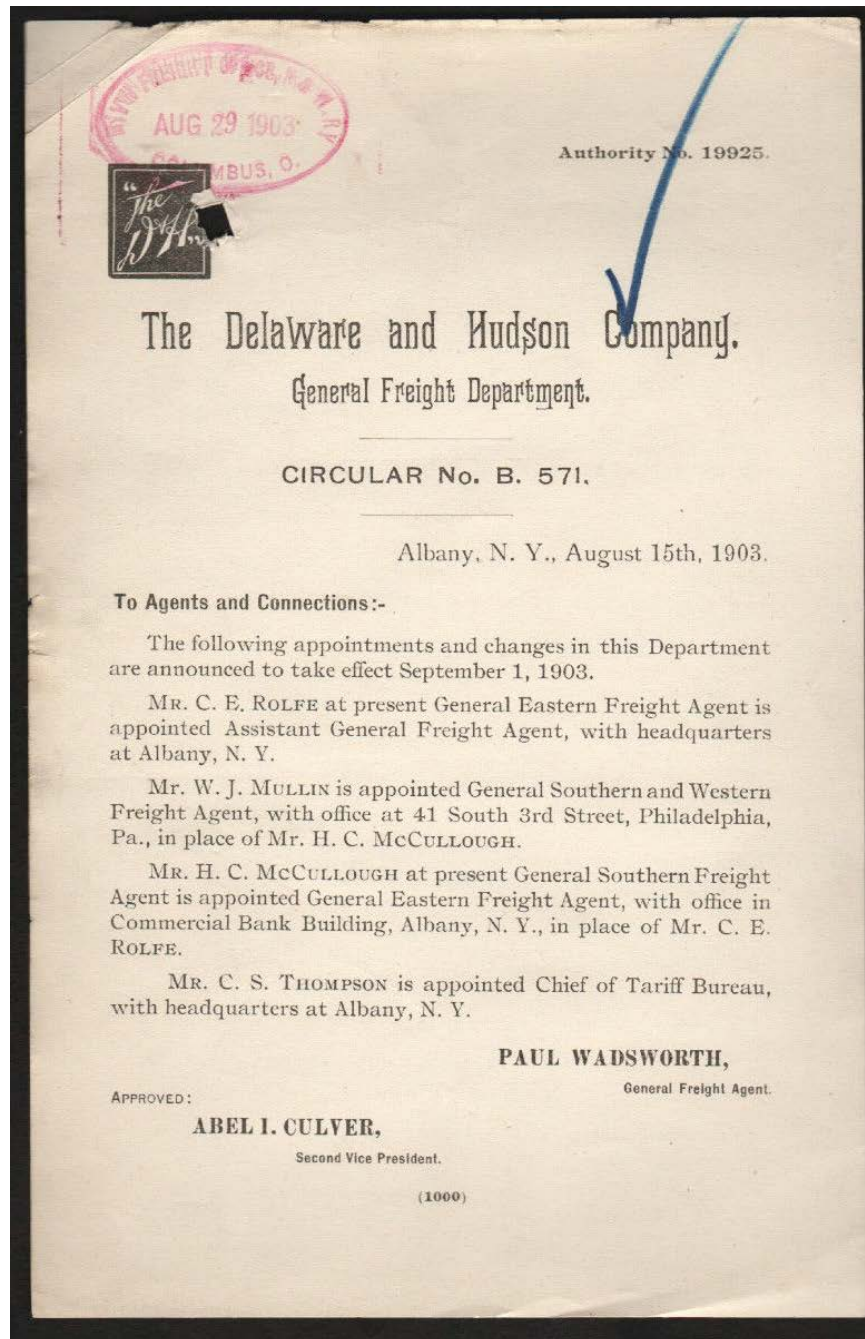
Circular No. B. 565, July 7, 1903:



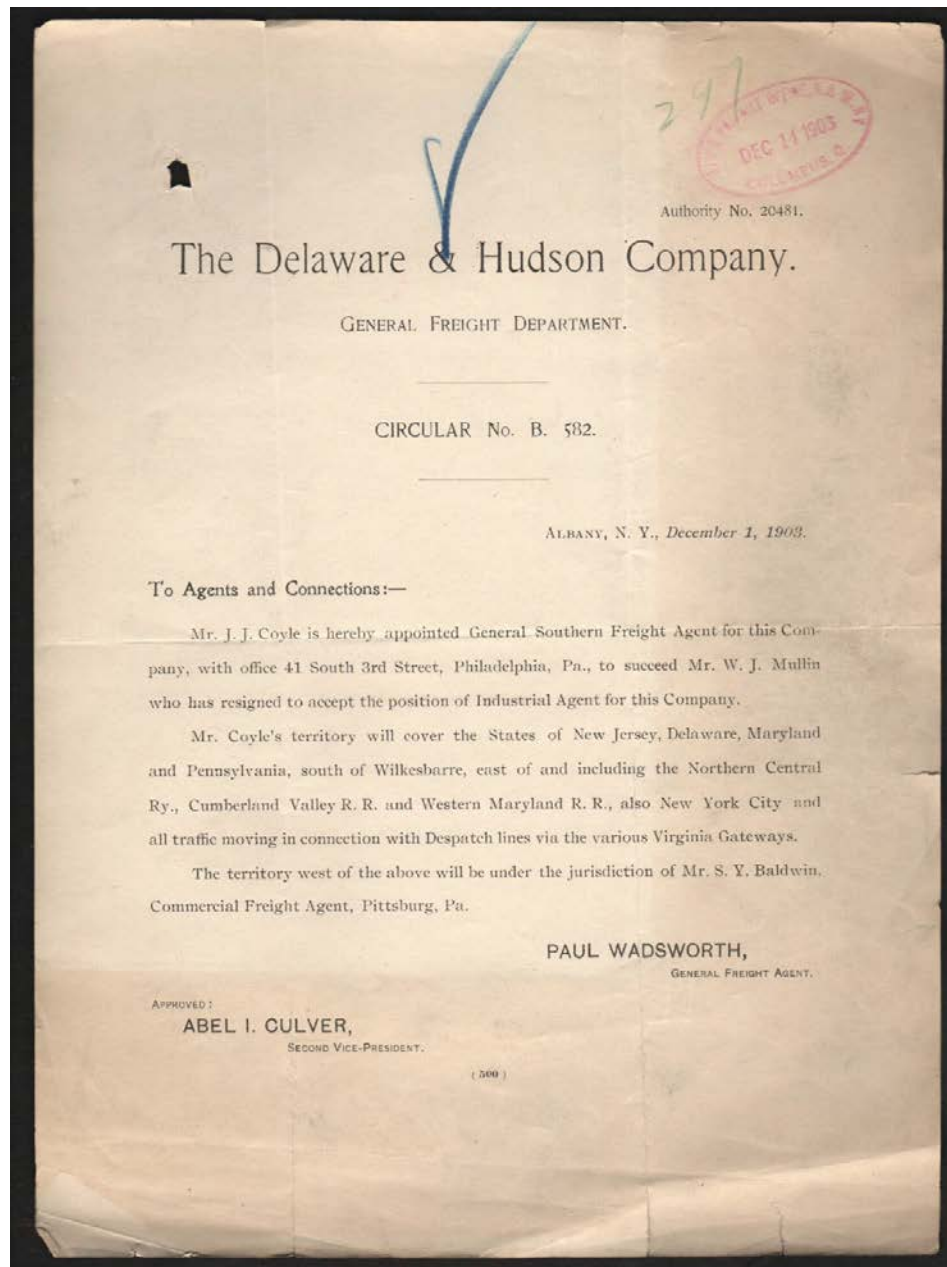
Circular No. B. 567, August 1, 1903:



Circular No. B. 571, August 15, 1903:



Circular No. B. 582, December 1, 1903:



Historical Note:

Regular freight service on the Gravity Railroad between Carbondale to Honesdale was in effect as early as 1863. In the *Carbondale Advance* of May 23, 1863, we read:

“A Freight train is now running regularly, making one trip each day, over the Del. & Hud. Railroad between here and Honesdale.” (*Carbondale Advance*, May 23, 1863, p. 3)

1408

In the Caboose**Additions for Volume II:****1. Mayor James Archbald Lends the City of Carbondale \$1,500**

When the City of Carbondale was incorporated on March 15, 1851, the Select and Common Council of City of Carbondale were authorized by the General Assembly to borrow the sum of five thousand dollars. In 1852 and 1853, the Select and Common Council borrowed money from the leading citizens and business enterprises in Carbondale.

Thirty-eight of the Certificates of Loan are in the holdings of the Carbondale Historical Society. In numerical order, those certificates are: 5 and 6, William Ball; 8, William Wurts; 15, Thomas Sweet; 26 and 29, Gillespie & Pierce; 33 and 34, Peter Campbell; 35, 36, and 37, John Stuart; 40, J. H. Estabrook; 67, Soloman Arnold; 92, 93, and 94, W. W. Bronson; 100, 101, 102, 103, 104, Joseph Benjamin; 109, James Clarkson; 158, 159, 160, Gillespie & Pierce; 177, William Wurts; 178, 179, 181, 182, 183, 185, Peter Campbell; 186, J. H. Estabrook; 187, 188, 189, Soloman Arnold; 201 and 202, James Archbald.

Thirty-six of those loans were for \$25 each. Loan No. 201, from James Archbald, April 13, 1852, was for \$500; Loan No. 202, from James Archbald, September 14, 1852, was for \$1,000.

Here is a typescript of the text on Certificate of Loan No. 201:

"CERTIFICATE OF LOAN

City of Carbondale, Pa.

No. 201

\$500.

For value received the City of Carbondale promises to pay to James Archbald or bearer Five Hundred Dollars at the office of the City Treasurer in ten equal annual instalments with interest at six per cent on the whole sum payable annually with each instalment, the first instalment payable one year from date. In pursuance of an Act of the General Assembly of the Commonwealth, passed the 15th day of March 1851 incorporating the said City and authorizing the Council thereof to borrow the sum of five thousand Dollars.

In Testimony whereof the City of Carbondale have caused their corporate seal to be affixed and the names of the Mayor, President of the Select and Chairman of the Common Council to be signed to this Certificate the Thirteenth day of April A. D. 1852.

James Archbald, Mayor

Peter Campbell, Pres. Sel. Council

Henry Johnson, Ch. Com. Council"

Given below are copies of the two James Archbald loan certificates.

James
Archbald

CERTIFICATE OF LOAN.

City of Carbondale, Pa.



Nº 201-

\$ 5000

For value received the City of Carbondale promises to pay to *James Archbald* or bearer *Five hundred Dollars* at the office of the City Treasurer, in ten equal annual instalments with interest at six per cent on the whole sum payable annually with each instalment, the first instalment payable one year from date. In pursuance of an Act of the General Assembly of this Commonwealth, passed the 15th day of March 1851 incorporating the said City and authorizing the Council thereof to borrow the sum of five thousand Dollars.

In Testimony whereof the City of Carbondale have caused their corporate seal to be affixed and the names of the Mayor, President of the Select and Chairman of the Common Councils to be signed to this Certificate, the *10th day of April A.D. 1852.*



This City of
Carbondale
corporate seal is
in the Gritman
Collection of the
Carbondale
Historical
Society

James Archbald Mayor.
Peter Campbell Pres. Sel. Council.
Henry Johnson Com. Council.

Signatures of James Archbald, Peter Campbell,
and Henry Johnson

\$80 Recd Carbondale Sept 15, 1853 on the within Eighty dollars
 being 1st Installment of 10 yrs and 6% fr. Interest
 to 30 April 1853. Rich N. Nodine
 Teller D & H C Co.

\$154 = Recd Carbondale Oct 15th 1854 on the within
 One hundred and fifty four Dollars being the 2nd & 3rd
 installments with interest to April 30, 1855. Maurice Wurts
 Paymaster for D & H C Co.

\$142.50 Recd Carbondale Aug. 27, 1857 on the
 within One hundred and forty two dollars
 being the 4th & 5th Installments & interest
 to April 30, 1857. L. Egerton
 Paymaster for D & H C Co.

Recd Carbondale May 30, 1858 on the within
 Sixty five dollars being the 6th installment
 and interest to April 30, 1858. L. Egerton
 Paymaster for D & H C Co.

Recd Carbondale Aug. 23, 1859 on the within sixty two dollars
 being the seventh installment & interest to April 30, 1859. L. Egerton
 Paymaster for D & H C Co.

Recd Sept 19, 1860 Fifty three dollars
 being eighth installment & interest
 to April 30. L. Egerton
 Paymaster for D & H C Co.

Sept 1 64 Bm 71.00
 Int 26.50
 126.50

The first
 installment
 was paid on
 April 30, 1853
 to the "Teller
 D & H C Co."

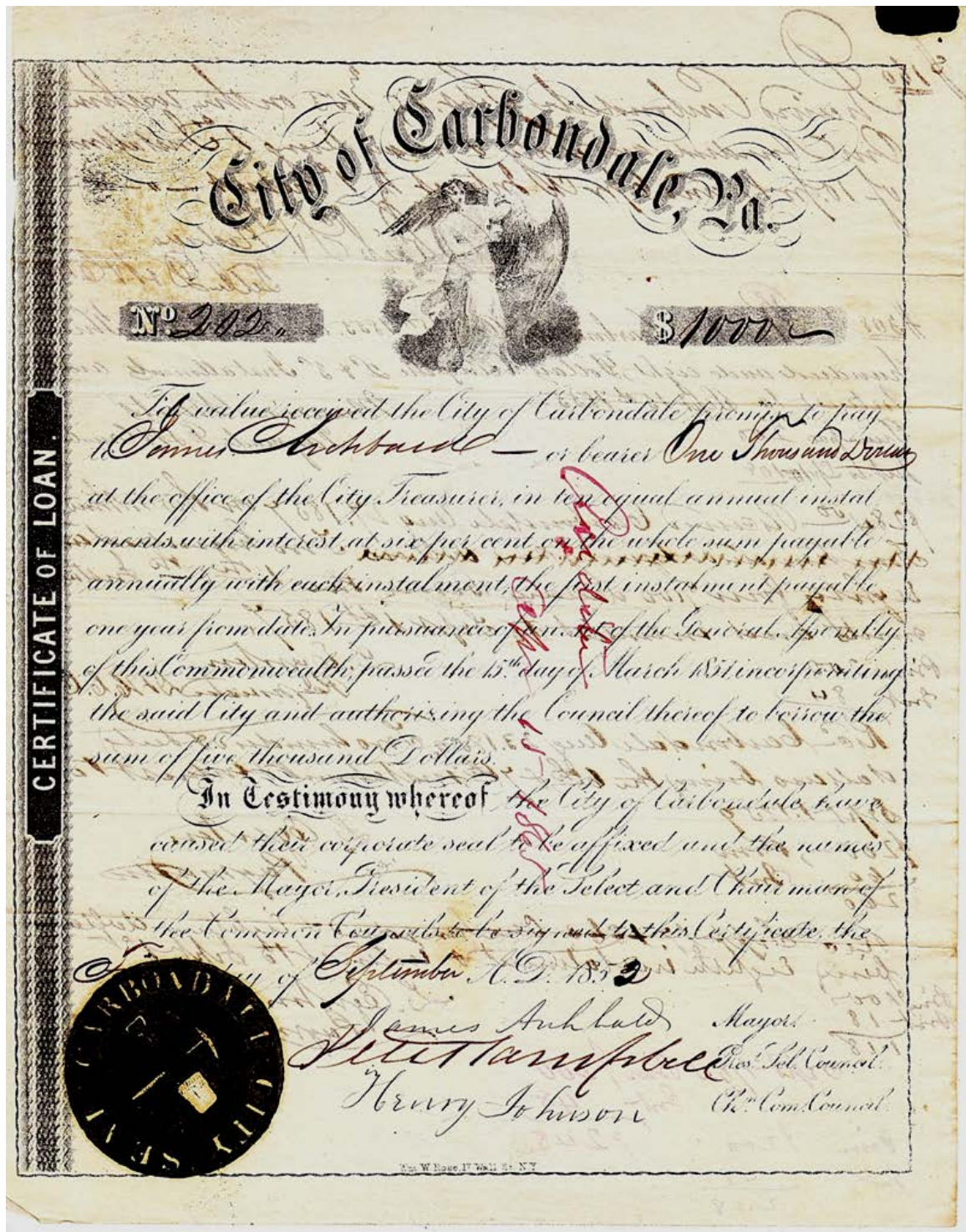
The 2nd and
 3rd
 installments
 were paid to
 "Maurice
 Wurts /
 Paymaster for
 D & H C Co"

The 4th, 5th,
 6th, 7th, and 8th
 installments
 were paid to
 "L. Egerton /
 Paymaster
 D & H C Co"

L. Egerton /
 Paymaster

In lending this \$500 to the City of Carbondale, James Archbald, it seems safe to conclude, was representing the Delaware and Hudson Canal Company.

No. 202: James Archbald lent the City of Carbondale \$1000 on September 14, 1852:



\$160 Received Carbondale Sept. 15, 1853 on the within
 One Hundred and Sixty Dollars being 1st Installment
 of 10. for C^t and 6 for C^t Interest to 1st Installment — — —
 Richd S. Heston
 Teller D. & H. C. Co.

\$308 Received Carbondale Oct. 15th 1855 on the within Three
 Hundred and eight Dollars being the 2nd & 3rd Installments and
 Interest to Sept 15th 1855 — — — Maurice Heston
 Treasurer D. & H. C. Co.
 Pm 200
 Int to Sept 15 108

\$284⁰⁰ Received Carbondale Aug 27, 1857 on the within
~~Two hundred and eighty four~~ Two hundred and
 eighty four Dollars being the 4th & 5th Install-
 ments and interest to Sept 1st 1857.
 L. Egerton
 Treasurer D. & H. C. Co.
 Pm 200
 Int 84

Ric Carbondale Aug 23, 1859 Two hundred & twenty
 dollars being the 6th & 7th Installment & interest to
 Sept 1, 1859
 L. Egerton
 Treasurer
 Pm 200
 Int 60
 260

Ric Sept 17, 1860 One hundred & eighty dollars
 being eighth installment & interest to Sept 1st
 L. Egerton
 Treasurer
 Pm 100
 Int 18
 118

Sept 1/60 Pm 200
 Int 48
 248
 Pm 200
 Int 48
 248

Installment
 payments all
 made to
 representa-
 tives of the D.
 & H. C. Co.

In lending this \$1,000 to the City of Carbondale, James Archbald, it seems safe to conclude, was
 representing the Delaware and Hudson Canal Company.

Addition for Volume III:

1. Detail of an 1860 Map of Honesdale in the Collection of the Wayne County Historical Society

This map was scanned by the author on January 16, 2016. The detail of this map that is shown here will be included in Volume III, Section No. 5928, pp. 242-251:

Residence of Col R. L. Seely

Gravity loaded track as it enters Honesdale

Engine house at Plane No. 13, light track

Commercial basin between Seventh and Eighth Streets

C. F. Young



Beginning of D&H Canal

Addition for Volume IV:

1. Pennsylvania Coal Company

(a) Pennsylvania Coal Company Building in Dunmore

In the Fall 2015 issue of *The Searcher*, the *Newsletter of the Genealogical Research Society of Northeastern Pennsylvania*, pp. 8-9, there is an article titled "The Pennsylvania Coal Company Building" by Tony Ranella, Jr. In reading that article, we have learned that

--the building is located at the corner of Mill and Smith Streets in Dunmore; construction begun 1868-1869, completed 1870; the building was square and constructed of stone

--from 1850 to 1870, the PCC offices and Gravity Railroad shops were located in Hawley; in 1870 they were moved to Dunmore, adjacent to Gravity Plane No. 6; between 1871 and the 1920s, the building was enlarged several times and a third story was added.

--Following the merger of the Erie and the DL&W in 1960, the railroad had little use for the building; in the early 1960s, the building was sold to a group of doctors and private investors, and became the Laurel Hill Nursing Home, which was housed in the building until 1990; the building is presently abandoned and is crumbling.

(b) Pittston Coal, 1854

On April 10, 2016, the Pennsylvania Coal Company price sheet for 1854 for Pittston Coal that is shown below was for sale on E-Bay. Our thanks to John V. Buberniak for bringing to our attention this very interesting document.

Prices for Pittston Coal delivered on board vessels at Port Ewen, from the opening of Navigation upon the Delaware and Hudson Canal, to the 25th of November, in 1854:

OFFICE OF THE PENNSYLVANIA COAL COMPANY.
Corner of Wall Street and Broadway, New-York, April, 1854.

Prices for Pittston Coal delivered on board vessels at Port Ewen, from the opening of Navigation upon Delaware and Hudson Canal, to the 25th of November, in 1854.

	To July 1.	To Sept. 1.	After Sept. 1st.	
Lump Coal,	\$4 25	\$4 35	\$4 45	Per Ton of 2240 lbs.
Steamboat Coal,	4 40	4 50	4 60	
Furnace or Grate Coal,	4 40	4 50	4 60	
Range or Large Stove Coal,	4 55	4 65	4 75	
Nut or Stove Coal,	4 55	4 65	4 75	
Chesnut Coal,	3 70	3 80	3 90	
Small Pea,	3 00	3 10	3 20	

The above prices are for cash, and subject to the within Conditions.

The Pennsylvania Coal Company informs its Customers and the Public, that it has made arrangements to bring to market the ensuing season, not less than 530,000 tons of Coal.

The delivery of the Coal, will commence on its arrival by the Canal about the 1st day of May next. The Coal is principally mined from the extensive coal fields of the Company in the Wyoming Valley, at Pittston, and is known as "**Pittston Coal**." It is a white ash Anthracite ; being of great purity, it ignites freely, is enduring, and burns down clean, without clinker, and is peculiarly adapted for generating steam for ocean, and river navigation, and manufacturing purposes ; and also for the various domestic uses, in ranges, stoves, furnaces, &c.

The most comprehensive arrangements have been provided by the Company, in its mines, railroads, canal boats and wharves, to enable it to furnish a permanent, regular and reliable supply at all times to its customers. The mining operations of the Company having been extended to greater depths in the mines, will enable the Coal to be supplied in increased purity, and further improvements in the arrangements for separating and cleaning the Coal are being made, with a view to delivering it in a superior condition. The Coal of the various sizes will be carefully cleaned, and screened into canal boats of 120 tons, and brought over the Delaware and Hudson Canal to tide water ; from whence it will be delivered to purchasers, without previous transshipment, directly into vessels, at the Company's principal depot at Port Ewen on the Hudson River, near Rondout Creek.

There will be daily tows of the Company's Canal Boats and Barges between Port Ewen and New-York, and cargoes will be delivered at the shortest notice. The docks of the Company's depot at Port Ewen, are extensive, and afford a perfectly safe and commodious harbor for vessels of any draft, during all weathers ; and the arrangements for shipping the coal are such as to afford the greatest facilities and despatch to vessels arriving for cargoes. The Company will be enabled to supply the Coal at all times during winter, from its large depots in New-York and Williamsburgh ; and it assures the public that the quality and condition of the Coal, and its arrangements for supplying it, will be such as to insure the most complete satisfaction to those who may favor it with their orders.

Freights to New-York will be at the rate of 50 cents per gross ton during the season of navigation, and to other points on the river at such rates as may be agreed upon.

JOHN EWEN, *President.*

GEORGE A. HOYT, *Treasurer.*

Directors of the
Pennsylvania Coal
Company in 1854

DIRECTORS.

IRAD HAWLEY,	MOSES TAYLOR,
ISAAC L. PLATT,	DANIEL PARISH,
WM. R. GRIFFITH,	WM. H. FALLS,
WM. F. HAVEMEYER,	JOHN EWEN,
GEO. A. HOYT.	

OFFICE OF THE PENNSYLVANIA COAL COMPANY

CONDITIONS FOR THE SALE AND SHIPMENT OF PITSTON COAL.

- 1 Every contract for the delivery of Coal must stand upon its own merits, as regards price, terms, &c.
- 2 The Coal is designated by the names known in the Company's business; these names are used in selling or quoting prices.
- 3 The Company does not bind itself by this offer for any definite period, but reserves to itself the right to advance prices at any time where contracts have not been made.
- 4 Captains of vessels going to Port Ewen, for Cargoes, must carry with them an order from one of the Company's officers in New-York, or from a purchaser who has made previous arrangements with the Company, for the delivery of his Coal.
- 5 Captains are required to report their vessels at the Company's Office at Port Ewen, on their arrival, and take the berths assigned them by the Dock Master—in accordance with which they will take their regular turn in loading. Exertions will be made to give prompt despatch; but the Company will not be liable for demurrage, nor for any consequences attending unavoidable delay.
- 6 Bills of Lading, or other regular testimony of shipment, to be proof of delivery, both as regards time and quantity.
- 7 Coal shipped on board of vessels, other than the Company's Barges, to be at the risk of the purchaser.
- 8 Sub-contracts will not be recognised, except by special arrangement with the Company in writing.
- 9 Every effort will be made by the Company for the fulfilment of its contracts in the delivery of Coal; but if prevented or obstructed by breaches, or other unavoidable occurrences on the Canal or Railroad, or at the mines, or by combinations and TURN-OUTS among boatmen, miners or laborers, the Company will not hold itself liable for damages.
- 10 The Company, when requested by purchasers, will use exertions to procure vessels for the transportation of Coal; but will not assume any responsibility in relation thereto.
- 11 Orders for Coal must be in writing, subject to the foregoing stipulations, and will not be regarded as binding on the Company, until they have been acknowledged and accepted in writing by its officers or agents.
- 12 Should deck-loads of Lump Coal be shipped to trim vessels when the order calls for Broken Coal, the Lump will be charged at its current price, and will be regarded as filling the order to the extent of such shipments.
- 13 Purchasers are to take monthly a full proportion of their respective contracts of Lump Coal, during the season of delivery; but the Company reserves to itself the right of shipping the Coal as it arrives either by its own barges or other vessels, as may be most convenient, at the current rate of freights, when purchasers neglect or omit to send vessels for it. But no contractor will be entitled to more than his proportion of his contract, unless consistent with the convenience of the Company to deliver it. The Broken Coal is received in more limited and irregular quantities, and is to be shipped at the convenience of the Company, as it arrives at tide water.

On the terms and conditions hereinbefore specified

*herely order and agree to receive from the **Pennsylvania Coal Company**, at Port Ewen, during the period between the opening of Canal Navigation and the 25th of November, 1854; Pitstons Coal, arriving by the Delaware and Hudson Canal, in quantity and description following; and at the prices respectively hereinbefore mentioned,—that is to say,*

<i>Tons Lump Coal,</i>	}
<i>" Steamboat Coal,</i>	
<i>" Furnace or Grate Coal,</i>	
<i>" Range or Large Stove Coal,</i>	
<i>" Nut or Small Stove Coal,</i>	
<i>" Chestnut, Coal,</i>	
<i>" Small Pea Coal,</i>	

The above order is accepted,

Office of the Pennsylvania Coal Company,

Corner Wall Street and Broadway,

NEW-YORK, APRIL 10TH, 1854.

You are respectfully referred to the accompanying conditions for the sale and shipment of **PITTSTON COAL**; in accordance with which, and at the prices specified, the Company is prepared to contract. The delivery of the Coal at Port Ewen on the respective contracts to commence on the arrival of the Coal by the Delaware and Hudson Canal, about the 1st May, and terminate on 22d November. Freights to New-York by the Company's barges, during the season, will be at the rate of Fifty Cents per gross ton; and to other points on the River, at such rates as may agreed upon. Special contracts may be made for Coal to be delivered at New-York during the suspension of Canal Navigation, on which a reasonable advance will be charged, as compensation for expense of yarding, waste, &c.,

Lump Coal delivered by carts in New-York to Steamboat contractors, will be at the following prices per NET TON, viz: Up to July 1st, at \$4 75; after July 1st to September 1st, \$4 85; after September 1st to close of Canal Navigation, \$4 95; but purchasers will be regarded as electing to receive their Coal at Port Ewen, unless they notify the Company of their wish to have a portion of it delivered by carts in New-York; in which case it will be necessary for them to state, as nearly as may be, the quantity so wanted, and its daily average.

Should you favor us with your orders for Coal, it would greatly facilitate us in taking up vessels to freight it, and in the transaction of the other necessary business by your communicating information in reference to the following particulars, viz:

An early acknowledgment of the receipt of this Circular is requested.

Respectfully yours,

GEO. A. HOYT, Treasurer.

1st.—Do you wish the Pennsylvania Coal Company to make a draft upon you in the usual way for the payment of the Coal; or will you remit the amount to them at their Office in New York?

Answer 1st.

2d.—In making drafts, where shall they be addressed?

Answer 2d.

3d.—To whom shall your Coal be consigned?

Answer 3d.

4th.—Describe the harbor and state at what wharf or landing to be delivered?

Answer 4th.

5th.—What is the depth of water at your landing at both high and low tide?

Answer 5th.

6th.—Are there any difficulties in the way of a vessel going to your landing?

Answer 6th.

7th.—What are the facilities for discharging Coal at your place?

Answer 7th.

8th.—What is the customary cost of discharging Coal at your place?

Answer 8th.

9th.—What has been the usual freight in previous seasons from Port Ewen or Rondout to your place?

Answer 9th.

10th.—What has been the customary freight from Philadelphia to your place?

Answer 10th.

11th.—Do you wish the Pennsylvania Coal Company to engage vessels for you to freight your Coal?

Answer 11th.

12th.—Do you wish to limit the rate of freight to be offered?

Answer 12th.

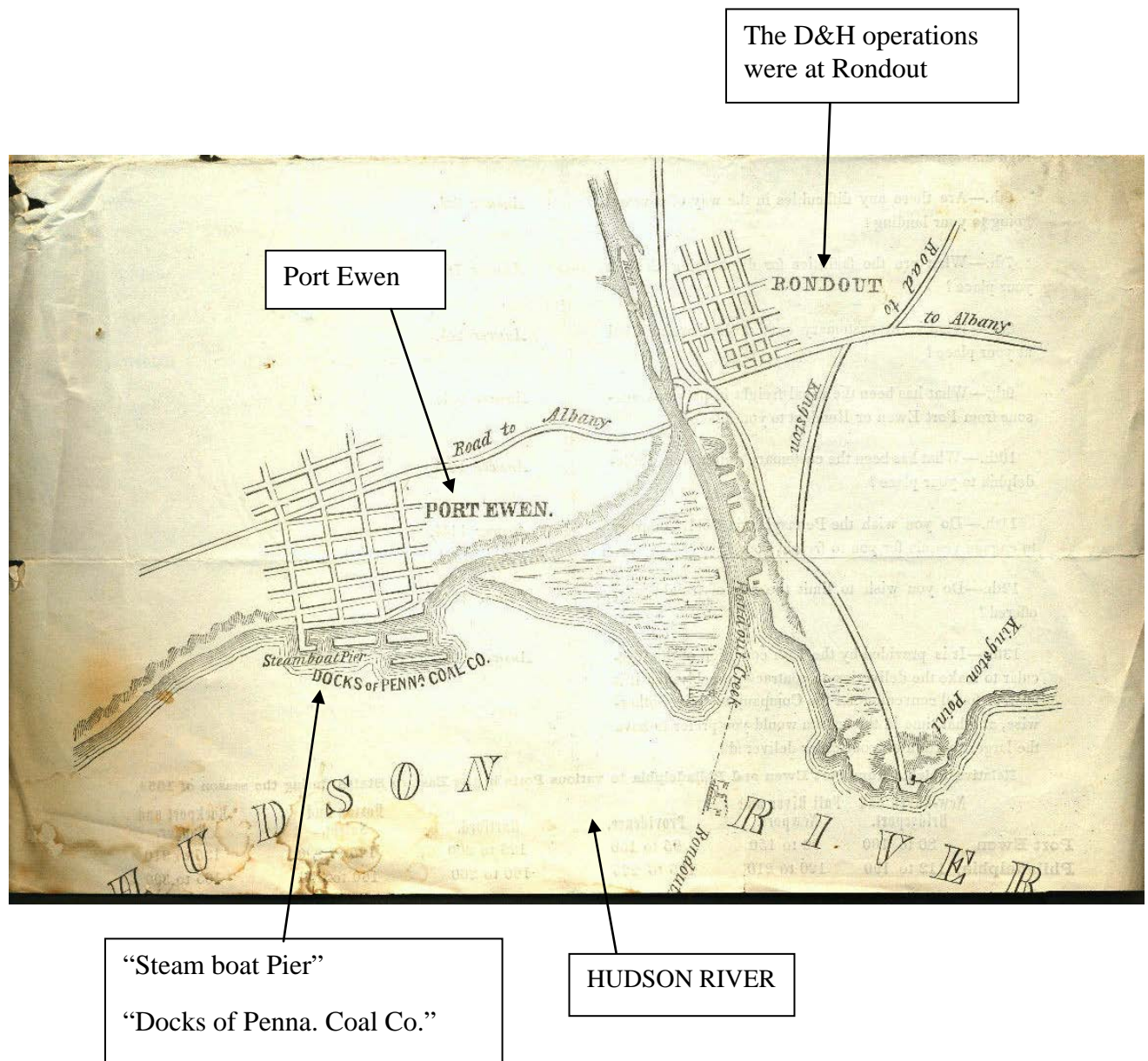
13th.—It is provided by the 13th condition of this Circular to make the deliveries on contracts rateably, but if it shall be found convenient for the Company to deliver otherwise, at what time in the season would you prefer to have the largest portion of your order delivered?

Answer 13th.

Relative freights from Port Ewen and Philadelphia to various Ports in the Eastern States during the season of 1854.

	New-Haven and Bridgeport.	Fall River and Newport.	Providence.	Hartford.	Boston and Salem.	Rockport and Bangor.
Port Ewen,	80 to 100	90 to 150	95 to 150	125 to 200	125 to 200	135 to 210
Philadelphia,	112 to 190	120 to 210	125 to 225	160 to 260	160 to 200	165 to 300

Detail of the sheet shown on the preceding page:



(c) Two maps of Hawley Boat Basin in the holdings of the Wayne County Historical Society (scanned by the author on January 16, 2016)

1860 Map of Hawley:

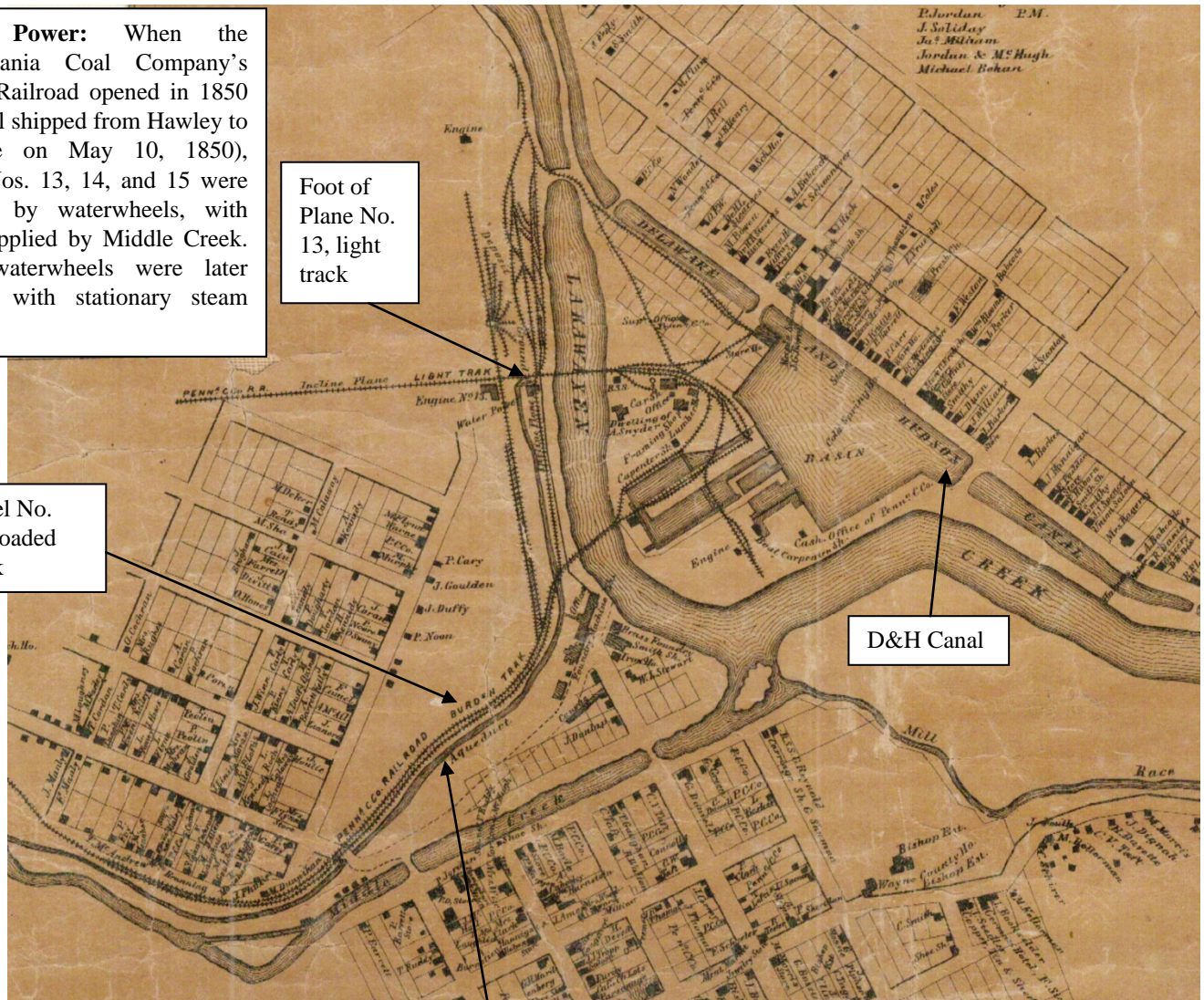
This may well be the oldest map of the Hawley boat basin.

Water Power: When the Pennsylvania Coal Company's Gravity Railroad opened in 1850 (first coal shipped from Hawley to Dunmore on May 10, 1850), Planes Nos. 13, 14, and 15 were powered by waterwheels, with water supplied by Middle Creek. Those waterwheels were later replaced with stationary steam engines.

Foot of Plane No. 13, light track

Level No. 12, loaded track

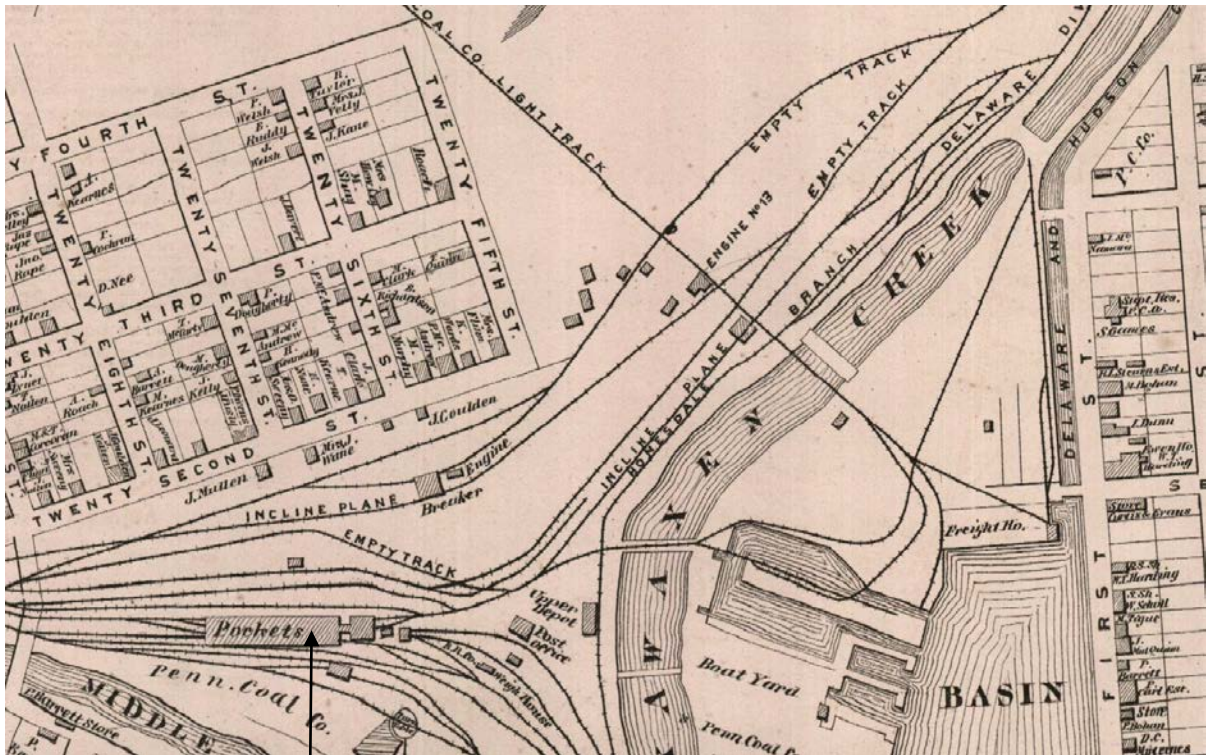
D&H Canal



Plane No. 13 was powered by a waterwheel from 1850 up to at least 1860, when this map was drawn. Water to power the wheel was provided by an aqueduct/raceway from Middle Creek to the foot of the plane, as shown on the above map.

(two views)

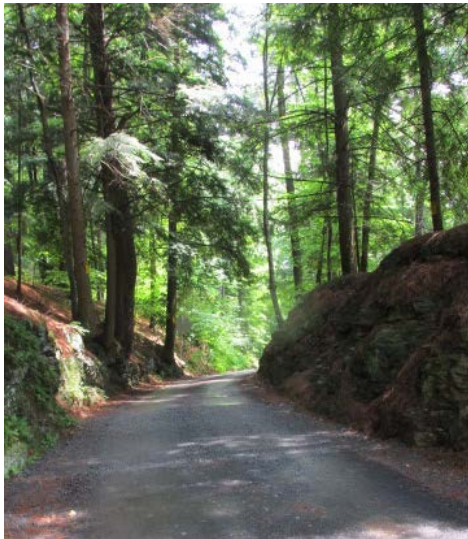




Copies of the photograph at right of “Jimmies Cars / Being filled at [PCC] Gravity Coal / Pocket in Hawley” are found in several collections of “Gravity” materials in northeastern Pennsylvania. Sometimes the coal pockets in these photos are identified as belonging to the D&H, sometimes they are identified as belonging to the Pennsylvania Coal Company. The caption on the print of this photograph shown here (now in the holdings of the Wayne County Historical Society but formerly in the collection of Dr. Edward Steers, a leading authority on the Pennsylvania Coal Company Gravity Railroad, who, at the time the caption on this photograph was written, identified these chutes as being in Hawley) clarifies forever the matter: these are Pennsylvania Coal Company coal pockets, the exact location of which is indicated on the detail of the 1874 map of Hawley shown above.



Day-long visit with the Puett family on July 25, 2016 to Level 12, Level 14, and Plane 15 on the Gravity Railroad of the Pennsylvania Coal Company (PCC):



Wangum Road, seen from the Bridge over Middle Creek. Photos by the author, the one on the left taken on July 25, 2016, the one on the right taken in the spring of 2015. This road is a portion of the former Level 12 on the Pennsylvania Coal Company Gravity Railroad. Level 12, which was the final section of the loaded track and which descended into Hawley, was 71,966 feet long (over 13 miles).



Level No. 14 on the PCC Gravity Railroad. Photo by the author, looking in the direction of the foot of Plane 15, on July 25, 2016. Level No. 14, on the light track, was 15,946 feet long.



A telegraph line was run along the light track of the PCC Gravity Railroad from Hawley to Lake Ariel, and possibly from Lake Ariel into Dunmore. Remnants of that telegraph line are to be seen today in the area at the foot of Plane No. 15.

Looking Up Plane No. 15, from the Foot of the Plane, on the PCC Gravity Railroad. Photo by the author on July 25, 2016. Plane No. 15 was 1,690 feet long. When the PCC Gravity Railroad opened in 1850, Planes Nos. 13, 14, and 15 were powered by water wheels, which were later replaced with stationary steam engines.

Location of abutment of dam that once spanned Middle Creek at this point.

Location of abutment of dam that once spanned Middle Creek at this point.



Site of the Dam, Upstream from the Bridge over Middle Creek, at the Beginning of a Raceway from Middle Creek to the Foot of Plane No. 15. The water that passed through that raceway was used to power the water wheel at the foot of Plane No. 15. Photo by the author on July 25, 2016.



Middle Creek, Looking Upstream, from the Bridge on Wangum Road. Photo by the author on July 25, 2016.



Middle Creek, Looking Downstream, from the Bridge on Wangum Road. Photo by the author on July 25, 2016.

(d) *Pioneer* in Hawley in 1936

Photograph of the Pennsylvania Coal Company's passenger car, *Pioneer*, in Hawley taken in 1936 by Helen Loomis (Russell) Powell:



(e) *The Pennsylvania Story. Pennsylvania Coal Company, Dunmore, Pennsylvania*

--30-page commemorative booklet produced by the PCC (pages not numbered, date of publication not given, but from internal evidence in the booklet we can deduce that it was produced in 1948 or later). A copy of this booklet was made available to the Carbondale D&H Transportation Museum on June 21, 2016 by John V. Buberniak.

In reading this booklet, we have learned the following facts:

--The first shipment of coal over the Pennsylvania Gravity (from Hawley to Dunmore) was on May 10, 1850. On Saturday, June 8, 1850, the first coal was shipped from Pittston to Hawley. When navigation closed that year, a total of 111,114 tons had been delivered to the boats.

--PCC coal trains usually consisted of 6 or 7 cars

--there were two passenger trains each way (Hawley/Dunmore), daily, except Sunday. The trip from Hawley to Dunmore or vice versa took a little over three hours. A passenger consist on the Pennsylvania Gravity Railroad: baggage car, "The Pioneer", a smoker, another coach. The cars were side-seated, heated by a coal stove, and illuminated by a pair of oil lamps.

--At Ewen the seams of coal worked were Checker, Pittston, Marcy, Clark, and Red Ash. Seams were from 36 to 144 inches in thickness. At Underwood, the seams were Clark, Dunmore 1, 2, and 3; 24 to 84 inch thickness.

--The PCC sold *Pittston Coal*:



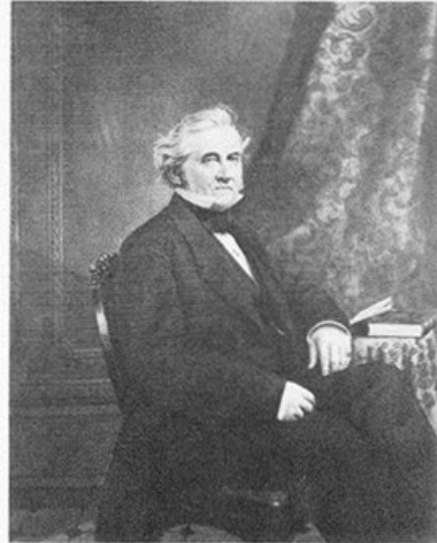
--The PCC had Gravity-gauge steam locomotives (used to move cars on flat land at Hawley and Dunmore, and perhaps elsewhere)



Four of the presidents of the Pennsylvania Coal Company: Charles T. Pierson, Irad Hawley, John Ewen, and W. A. May:



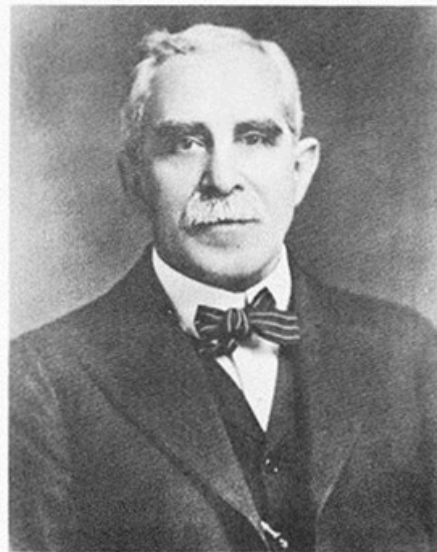
Charles T. Pierson, first President of the Pennsylvania Coal Company. He served in that capacity from 1838 to 1848.



Irada Hawley served as President of the Pennsylvania Coal Company from 1850 to 1851. The Borough of Hawley was named after him.

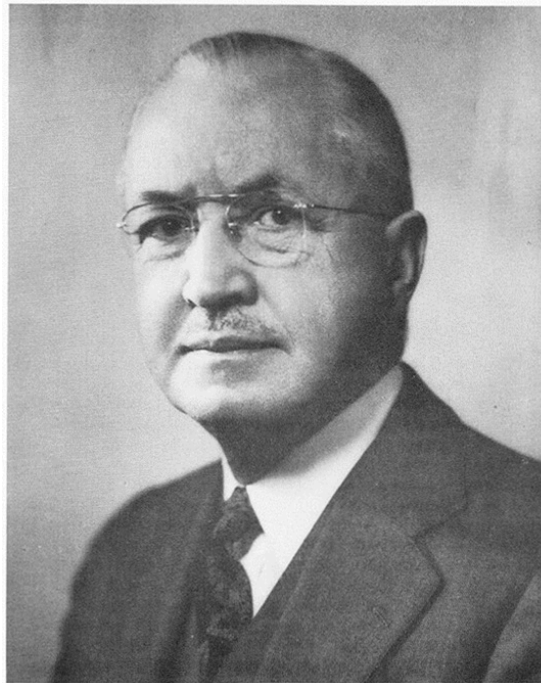


John Ewen served as President of the Pennsylvania Coal Company during the years from 1851 to 1877. Ewen Colliery was named in his honor.



W. A. May served as President of the Pennsylvania Coal Company during the years from 1913 to 1923.

Harry J. Connolly, whose presidency of the PCC began in 1939 (still serving when this booklet was produced in 1948 or later):



Harry J. Connolly joined the Pennsylvania Coal Company in 1913 in the capacity of Legal Counsel. He became Vice President in charge of operations in 1931. In 1939 he became the fifteenth president of the corporation, in which capacity he is still serving.

The other officers and officials of the PCC, circa 1948:

It would be a matter of gross over-sight not to mention the names and functions of others of the present executive group who are, and have been for many years contributing their know-how to the splendid operations of the Company. In addition to the President, H. J. Connolly, there is R. A. Lambert, Vice President and General Manager. He has served since 1940. The present Treasurer, J. E. Hallock has been with the Company since 1913; the Comptroller J. A. Martin since 1918, and the Secretary and Real Estate Agent, F. V. Lynn, has a record of service that dates from 1911. H. D. Hauser is Assistant Secretary, and W. T. Buckley, Assistant Treasurer, both of whom have grown up with the Company. The superintendents are: Wilmon Keiser, Superintendent, Mechanical and Electrical Department, with the company since 1929; L. H. Leitner, Superintendent of Ewen Colliery and associated with the company since 1910; E. C. McCarthy, Superintendent of Underwood Colliery and in the service of the company since 1913.

Complete list of the presidents of the PCC. 1838-circa 1948:

PRESIDENTS OF PENNSYLVANIA COAL COMPANY

1838-1848	CHARLES T. PIERSON	1901-1913	F. D. UNDERWOOD
1848-1850	WILLIAM R. GRIFFITHS	1913-1923	W. A. MAY
1850-1851	IRAD HAWLEY	1923-1927	C. S. GOLDSBOROUGH
1851-1877	JOHN EWEN	1927-1930	MICHAEL GALLAGHER
1877-1888	GEORGE T. HOYT	1930-	H. A. KNAPP
1888-1894	EDWIN H. MEAD	1930-1938	C. E. DENNEY
1895-1901	SAMUEL THORNE	1938-1939	LYNN L. WHITE
	1939-	H. J. CONNOLLY	

Directors of the Pennsylvania Coal Company, circa 1948

DIRECTORS OF PENNSYLVANIA COAL COMPANY

H. J. CONNOLLY
Clarks Summit, Pa.

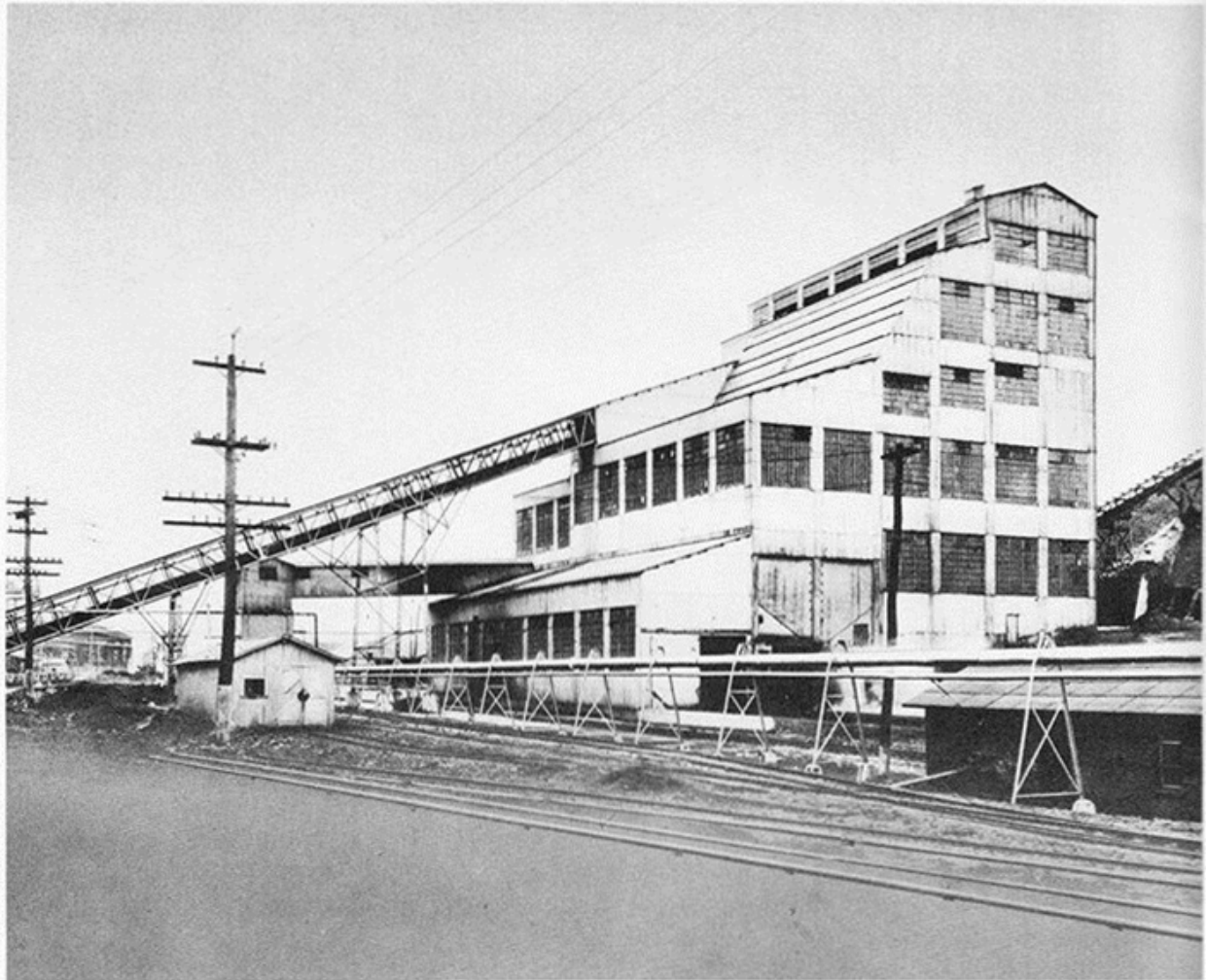
G. M. GILLETTE
Du Bois, Pa.

FRANK STEMPEL
Scranton, Pa.

R. H. HARRIS
La Plume, Pa.

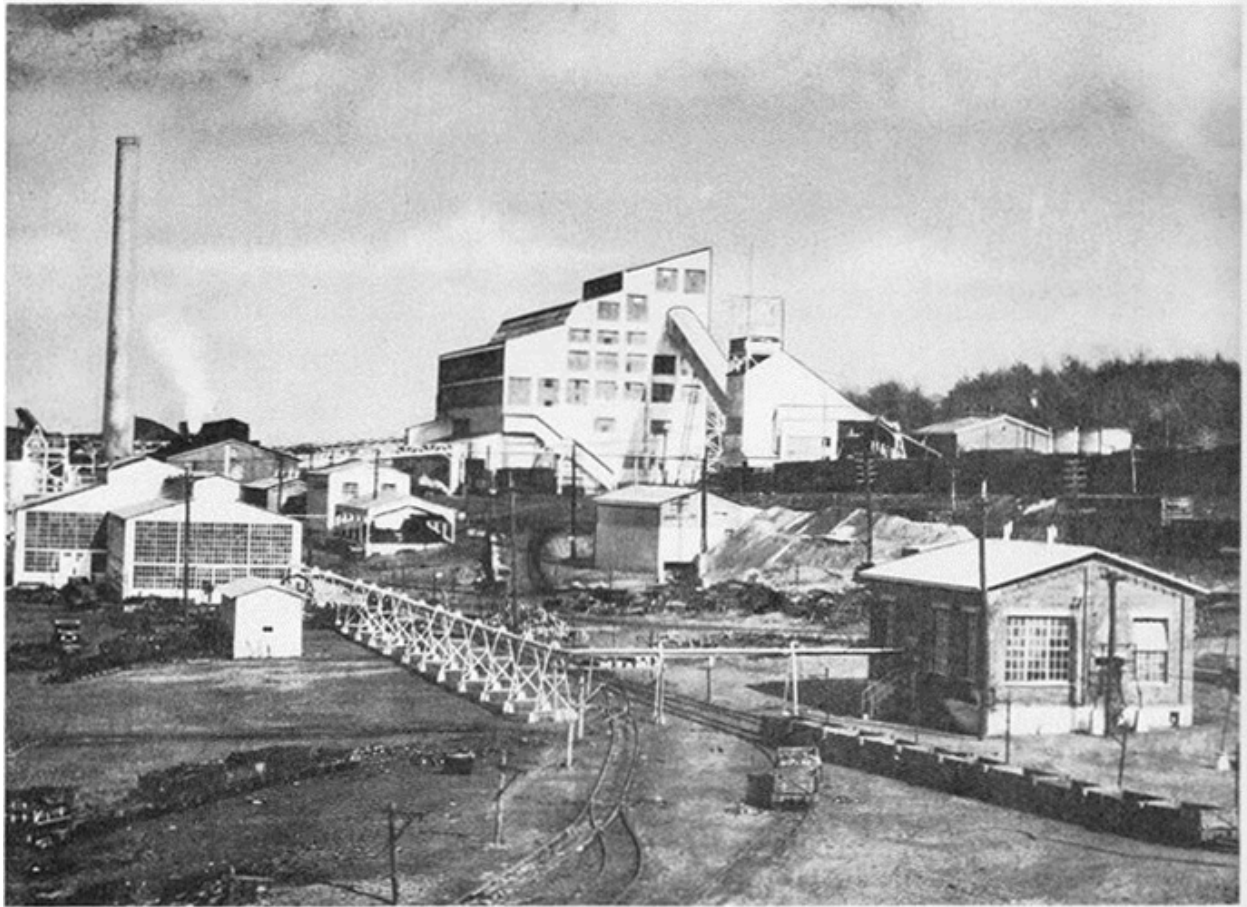
R. A. LAMBERT
Scranton, Pa.

The PCC's Ewen Breaker (built in 1915), Jenkins Township, Luzerne County, PA:



Ewen Breaker was built in 1915 replacing the first plant that was built in 1886 and destroyed by fire in 1914. It is located in Jenkins Township, Luzerne County, Pennsylvania.

The PCC's Underwood Colliery, Olyphant, PA. The building of this colliery started in 1910, and production was started on April 28, 1914.



Underwood Colliery in the Borough of Olyphant near Scranton, Pennsylvania. The building of this plant started in 1910 and production started on April 28, 1914.

2. Weather at Plane No. 7, July 1870

(*Carbondale Advance*, August 6, 1870, p. 3)

For the Carbondale Advance.	
EDITOR CARBONDALE ADVANCE: Mr. P. J. Foster, Engineer Plane No. 7, D. & H. R. R., and if I may be allowed to add, one of the best on the line of the road, informs me that he has seen the "oldest inhabitant" of the Moosic Mountain, who told him that in the month of July, 1870, from the 15th to 25th were the hottest days within his recollection. Below I send you the figures:—	
4 A. M.	6 P. M.
1—66 deg.—Fog.	70 deg.—Cloudy.
2—60 " —Cloudy.	72 " "
3—56 " —Rain.	60 " "
4—58 " —Fog.	74 " "
5—56 " —Cloudy.	78 " —Clear.
6—68 " "	80 " "
7—66 " "	76 " —Cloudy.
8—60 " "	70 " "
9—52 " —Clear.	72 " —Clear.
10—58 " "	72 " "
11—60 " "	76 " —Rain.
12—66 " —Cloudy.	74 " —Cloudy.
13—64 " —Fog.	78 " —Clear.
14—66 " —Clear.	78 " —Cloudy.
15—60 " "	76 " "
16—68 " —Cloudy.	82 " "
17—72 " —Clear.	86 " —Clear.
18—68 " —Cloudy.	80 " —Cloudy.
19—70 " —Fog.	80 " "
20—68 " —Cloudy.	70 " —Rain.
21—65 " "	78 " —Clear.
22—60 " —Clear.	80 " "
23—66 " "	82 " "
24—68 " —Fog.	84 " —Cloudy.
25—64 " "	78 " "
26—68 " "	70 " "
27—68 " "	80 " "
28—70 " —Cloudy.	82 " "
29—68 " "	74 " "
30—56 " —Clear.	72 " —Clear.
31—54 " "	74 " "
Your Carbondale readers will bear in mind, the above observations were made at a considerable elevation, where seldom an hour passes without a strong current of air sweeping over.	
The average temperature at 4 A. M. for the month was 63—62 deg., at 6 P. M. 76—66 deg.	
NIGHT WATCHMAN, Engine House No. 7.	

Additions for Volume V:

1. Level No. 13

Smokestack at engine house at
the head of Plane No. 13

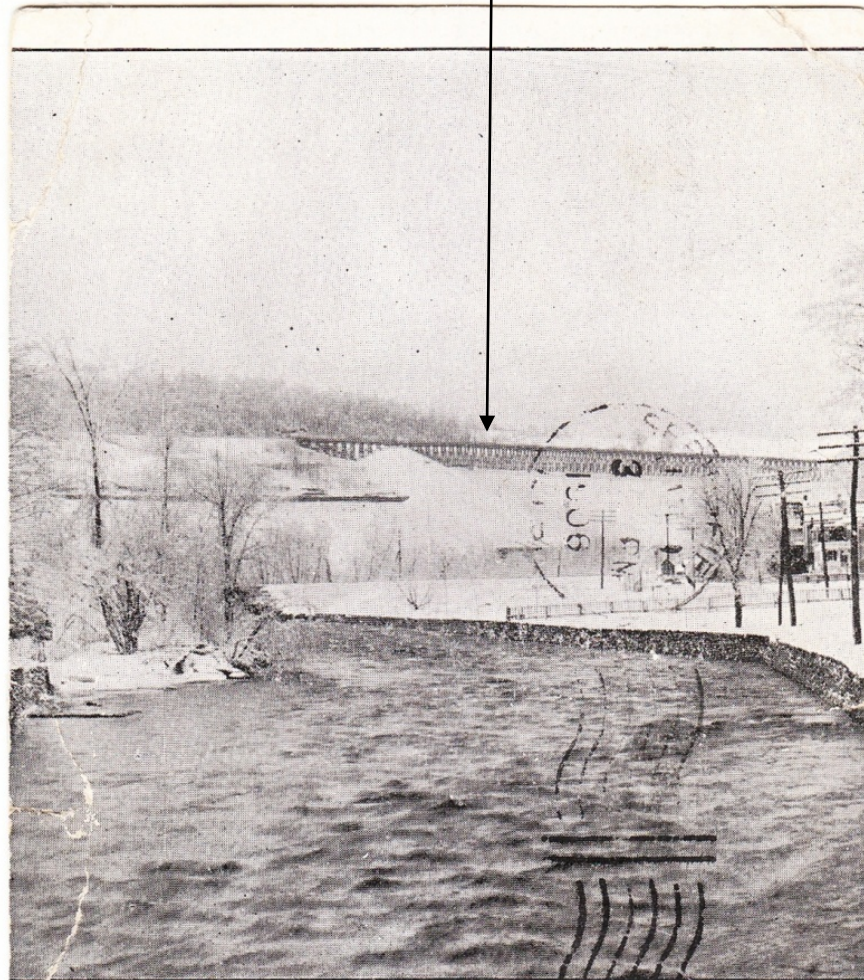
Empty coal cars on Level
No. 13, on their way back
to the coal fields



Level No. 13, with long string of empty coal cars on their way back to the mines. Photo in the collection of the Waymart Area Historical Society.

The portion of Level No. 13 that is shown in the above photograph is seen in the background of the winter scene shown below: "Winter Scene, Lackawaxen from the State Bridge, Honesdale"

Level No. 13



Winter Scene, Lackawaxen from the State Bridge, Honesdale, Pa.

*I thank you ~~many~~ times
for your card. We have
had fine skating ~~for~~ about
a month. Do you have any
ponds there. R. E. F.*

Here is the reverse of the post card shown above. The card was sent by "R. E. F." to Miss T. E. Shelton in Springfield, Illinois. The card was mailed from Seelyville, PA on January 8, 1906. The Carbondale Historical Society purchased this card on E-Bay in January 2016 from a seller in St. Joseph, Missouri.



2. Gravity Railroad Reunion 1904



"Gravity Men at Nay Aug Park Sept. 9 '04," "Horgan Photo / Scranton PA" Shown here is a scan that the author made on 01-16-2016 of an original print of this photograph in the holdings of the Wayne County Historical Society. The quality of this scan is superior to that of this same photo (from a newspaper article) that is given in Volume V in this D&H series on page 195. Given the superior scan shown here, the faces are shown more clearly—which makes it likely that identifications of the individuals shown here might be made. A copy of an excellent newspaper article about this 1904 reunion is given in Volume V, beginning on page 195. In that article, the names of all the men shown here are given.

Addition for Volume VI:

1. Waterpower on the Gravity Railroad

Volume VI in this series is the only text in existence where the question of the use of waterpower on the Gravity Railroad is addressed. In the course of our research to write this volume, we have only found two references to the use of waterpower on Gravity planes.

The first is a newspaper article about Z. Jessup Lord titled “Living Representative of Old D. & H. Gravity Canal.” The article, from an unidentified newspaper, is dated February 28, 1922. In that article, we read: “Cars were drawn over the planes on the Gravity Railroad by waterpower, and on the levels by horses.” Yes and no. Waterpower was used on some of the planes, some of the time. Cars were drawn by horses on some of the levels, some of the time.

The second instance is in the article titled “Introduced First Locomotive” by W. J. Coughtry (*The Delaware and Hudson Company Bulletin*, March 1, 1926, pp.7, 11-12. Therein we read: “On the inclined planes loaded and empty wagons, as cars were then called, were to be raised and lowered by means of chains and ropes drawn by stationary engines or by water power and on the levels, the track was to be constructed with descending grades. . .” (p. 7) Yes, “drawn by stationary engines or by water power”; “levels with descending grades”—not until the 1845 configuration.

Addition for Volume VII:

1. Mules and the Avondale Mine Disaster, Monday, September 6, 1869

From the *Avondale Extra Addition* of the *Scranton Weekly Republican*, Saturday, September 11, 1869, we learn that in addition to the 110 miners and laborers who were killed by the horrific fire at the Avondale Colliery on September 6, 1869, that

--in the afternoon on September 6 the stable boss, Palmer Steele, together with a lot of straw, was being let down the shaft when the fire broke out; at 3 A.M. on Wednesday, September 8, the body of Palmer Steele was found. He was the father of six or seven young girls.

--at 7:15 P.M. on Monday, September 6, three dead mules were found in the mine

--at 11:20 P.M. on Wednesday, September 8, two dead mules were found

--2:10 P.M. on Thursday, September 9: "It had been supposed that there were ten mules in the mine but only seven are reported to have been seen by the explorers."

--on Friday afternoon, September 10, "a gang of men went down into the shaft . . . for the purpose of covering the dead mules with acid."

2. Louis Dein's Meat-Market

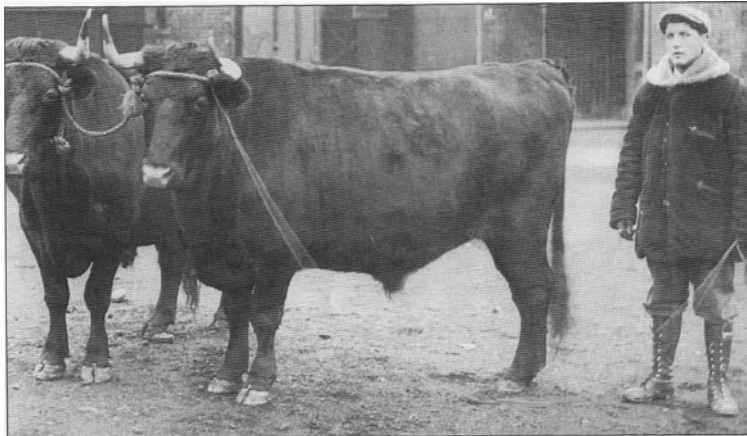


Photo on page 50 of *Honesdale*, in the *Images of America* series, by Kim Erickson, 2015, with the following caption: "Seventeen-year old Norman Henderson is standing with his ox team in front of Dein's Butcher Shop. Teams of oxen were used to deliver bread or milk and other products. At times, it was common to see men herding cattle onto Honesdale's Main Street from farms at Bunnell's Pond or Cherry Ridge on the way to the butcher or the train." See the article titled "Stopped By a Bull" that is given on pages 137-38 in Volume VII in this series ("Working Horses and Mules on the Gravity Railroad") on the Delaware and Hudson Canal Company.

Louis Dein was born in Bamberg, Bavaria, and came to America in 1849, arriving at Honesdale, August 1, 1852. In 1855, he opened his butchering business and meat market in Honesdale. Given below is a photograph of Louis Dein's Meat Market from *Centennial and Illustrated Wayne County*, Benj. F. Haines, Publisher, Honesdale, 1900, p.44.



The bear shown in this photograph, we learn from the material on Louis Dein in *Illustrated Wayne County* (p. 44), was killed in Pike County in 1899.

Not to be outdone: Fine Pair of Beeves in Carbondale:

“The finest beeves we have seen in this city were received by Mr. H. Rivenburgh on Friday of last week. They were a pair of four-year-old bullocks of the Short Horn breed, and were fattened in Cortland County, Ohio. They had never been worked, having been fed for the butcher’s stall from the time of their birth. When shipped from Ohio the two weighed exactly 4,810 pounds. On Saturday they walked down Main Street and had their photographs taken by Mr. Hull, when they attracted a crowd. One of them was butchered this week and dressed 1,500 pounds of marketable meat.” (*Carbondale Leader*, December 27, 1873, p. 3)

Addition for Volume IX:

1. Photo of *Promenade* at Farview Park



Promenade, Farview Park. Lake Lodore can be seen the background. Photo in the collection of the Waymart Area Historical Society.

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